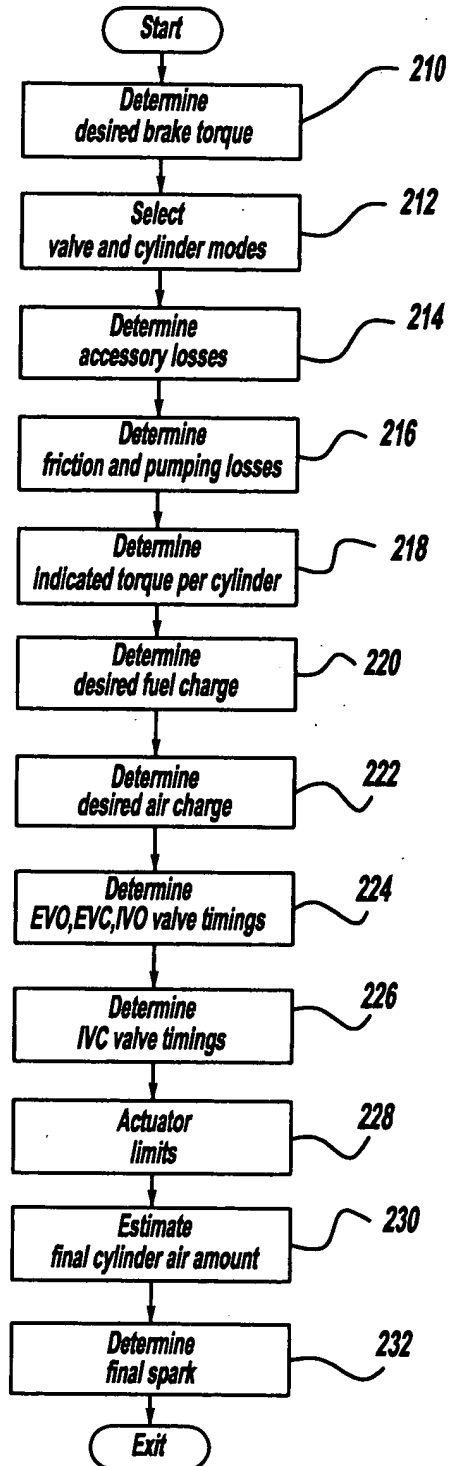
**FIG-1**

**FIG - 2**

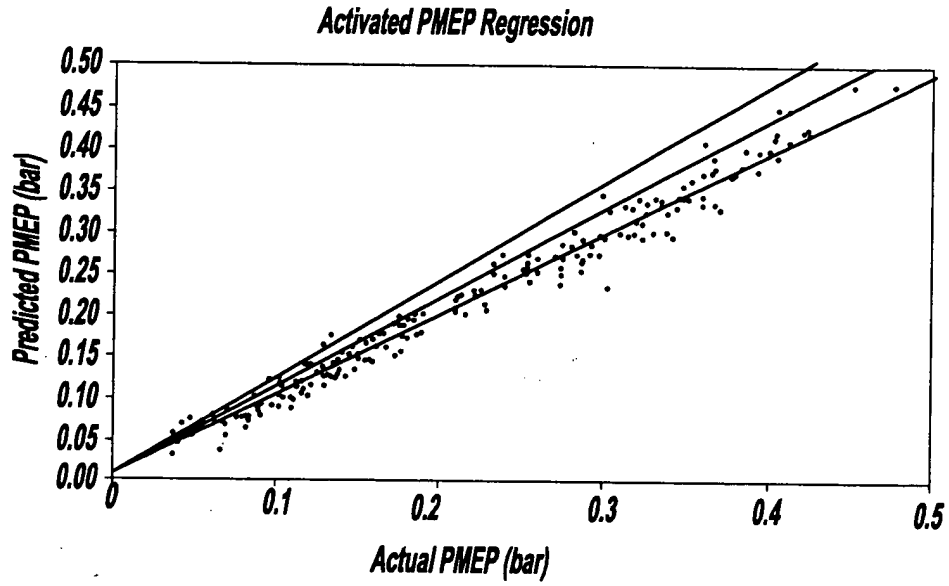


FIG - 3

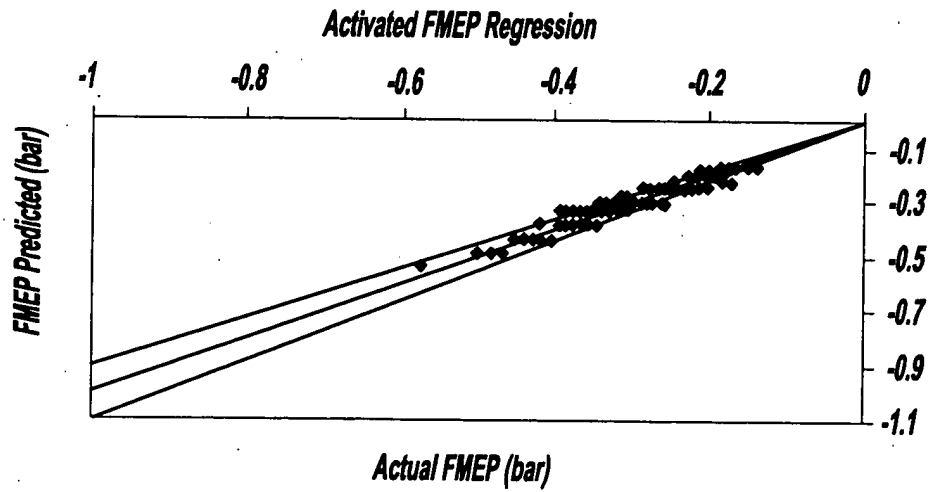


FIG - 4

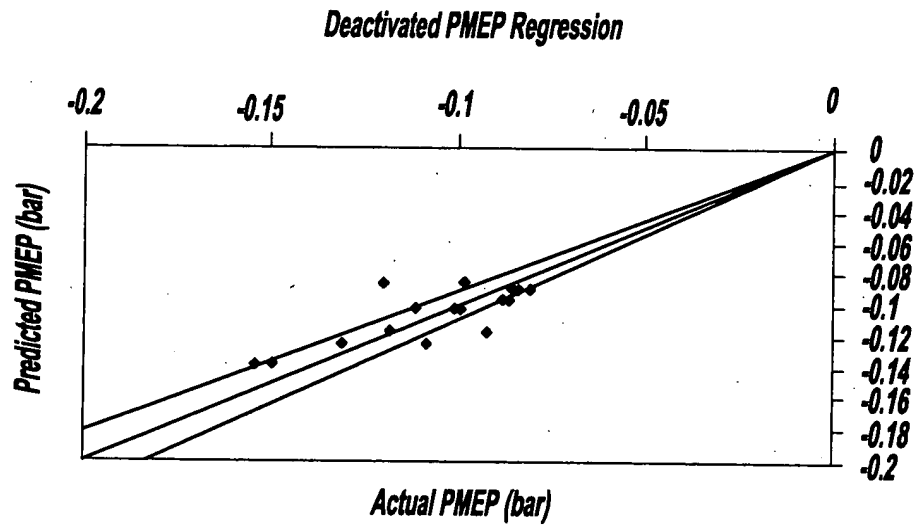


FIG - 5

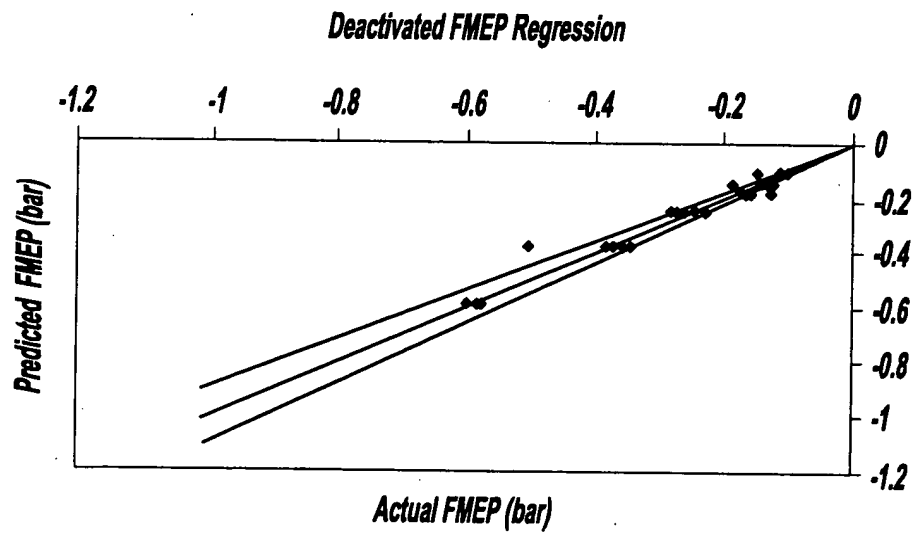


FIG - 6

Spark Retard Torque Reduction Regression

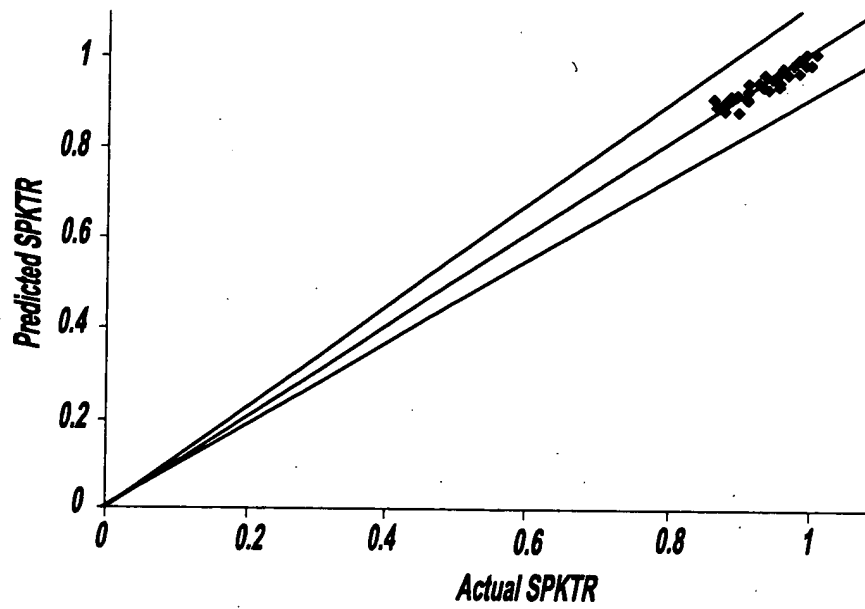
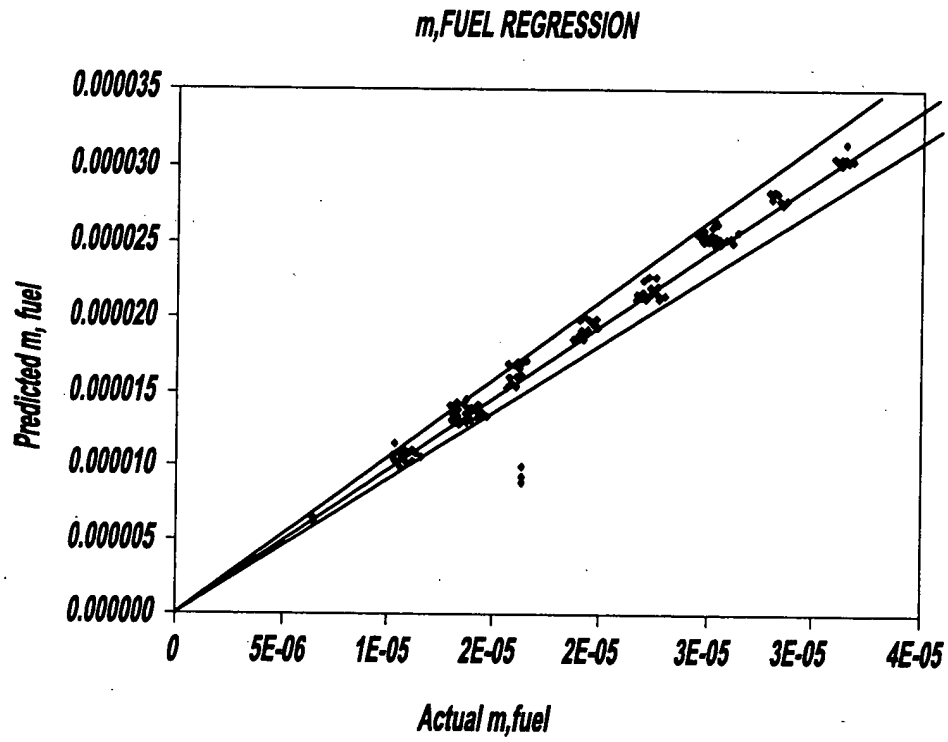


FIG - 7

**FIG - 8**

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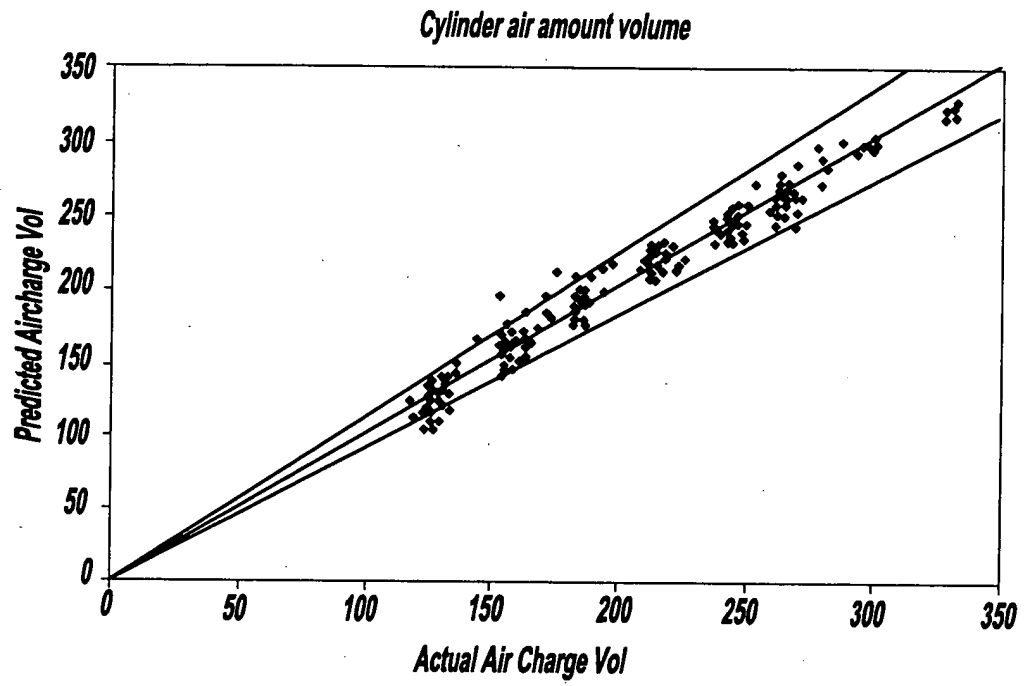
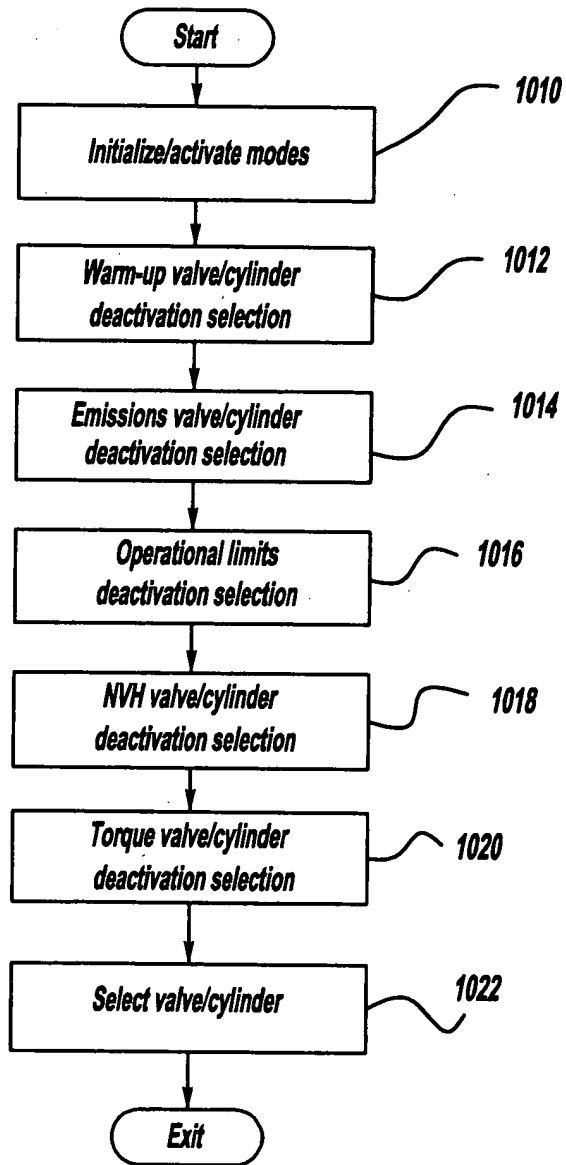


FIG - 9

**FIG - 10**

COLUMN 0 COLUMN 3

↓ ↓

DECREASING TORQUE ↑

V2	1	1	1	1	ROW 3
12-STROKE	1	1	1	1	
V4	1	1	1	1	
V8	1	1	1	1	ROW 0
	DIDE	DIAE	AIDE	AIAE	

↓ ↓

DECREASING TORQUE →

FIG - 11

COLUMN 0 COLUMN 3

↓ ↓

DECREASING TORQUE ↑

V2	0	0	0	0	ROW 3
12-STROKE	0	0	0	0	
V4	1	1	0	0	
V8	1	1	1	1	ROW 0
	DIDE	DIAE	AIDE	AIAE	

↓ ↓

DECREASING TORQUE →

FIG - 12

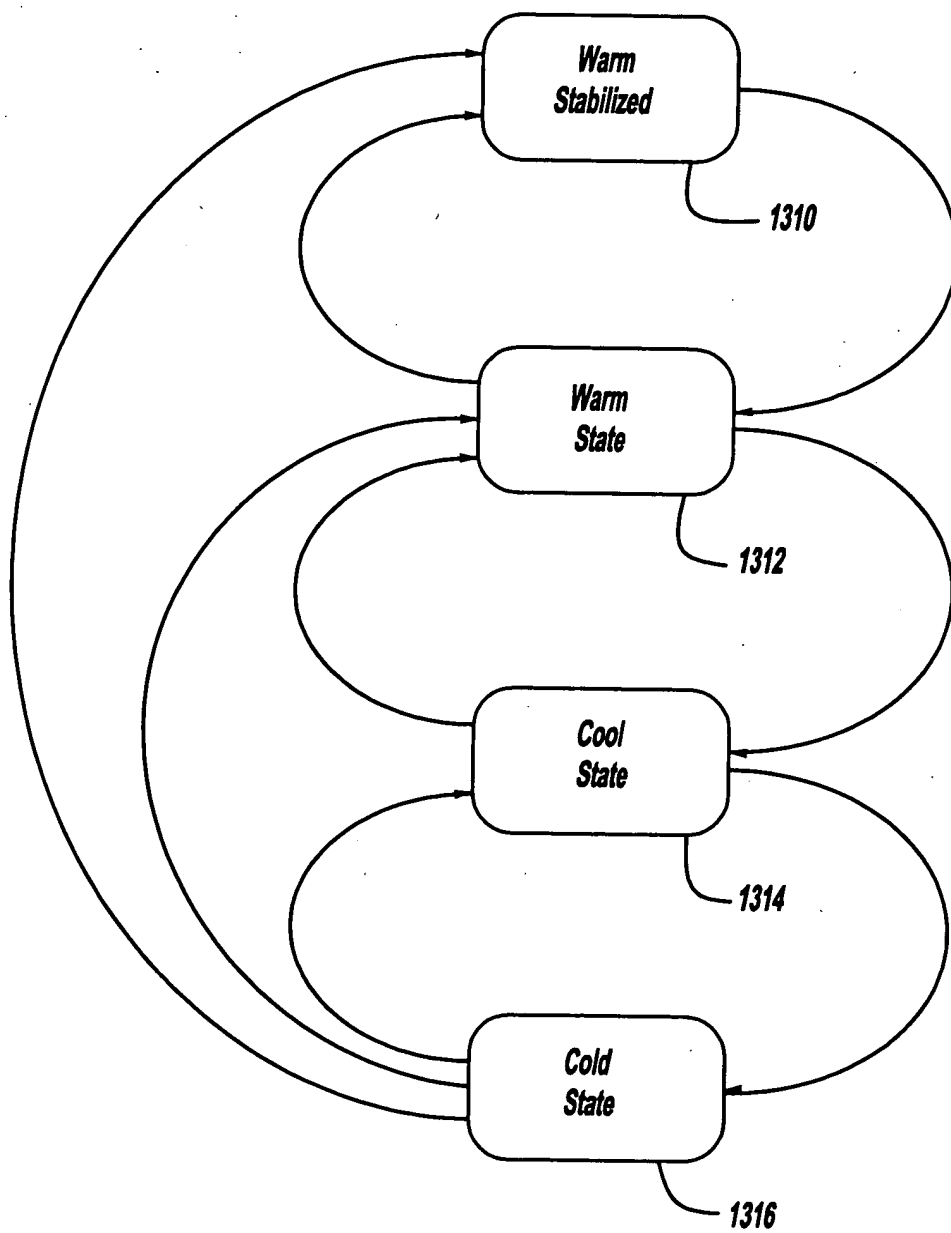


FIG - 13

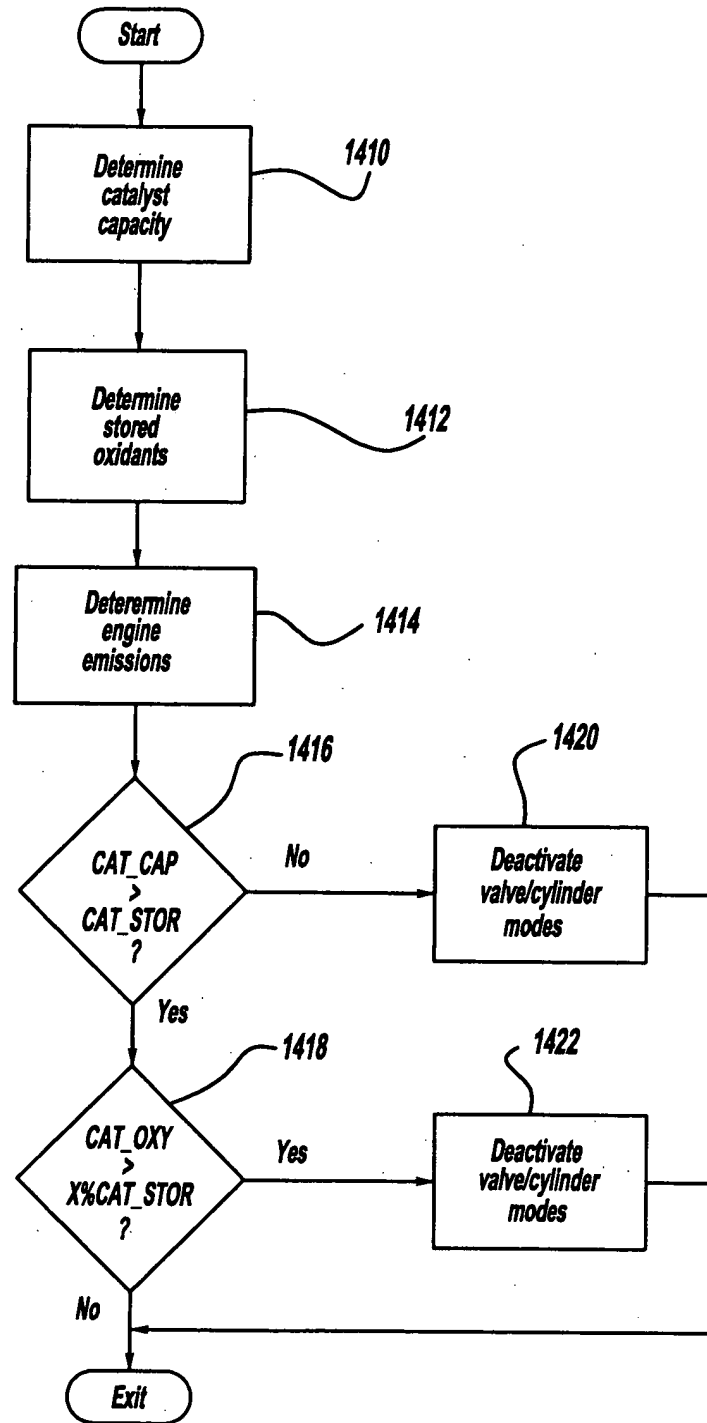
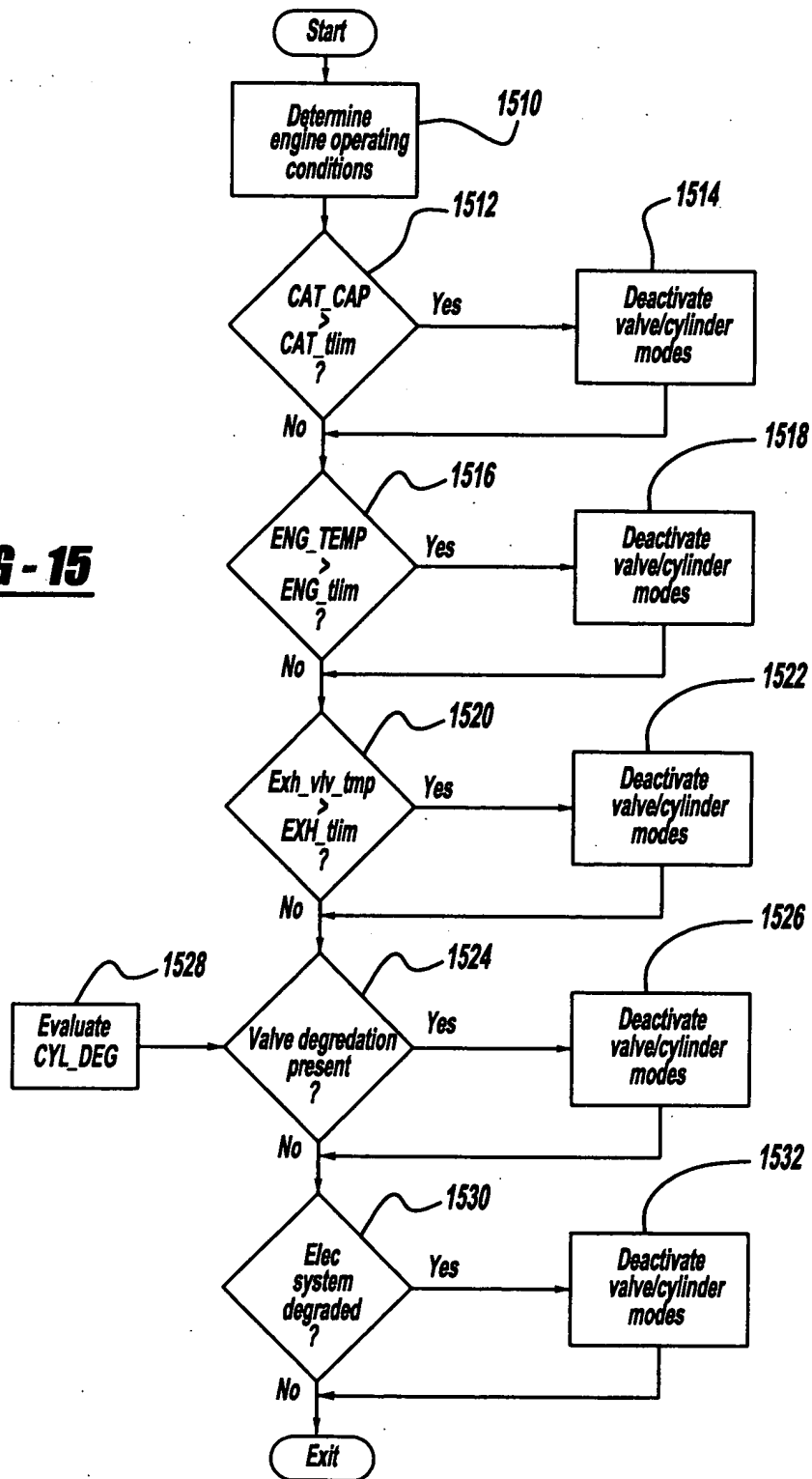
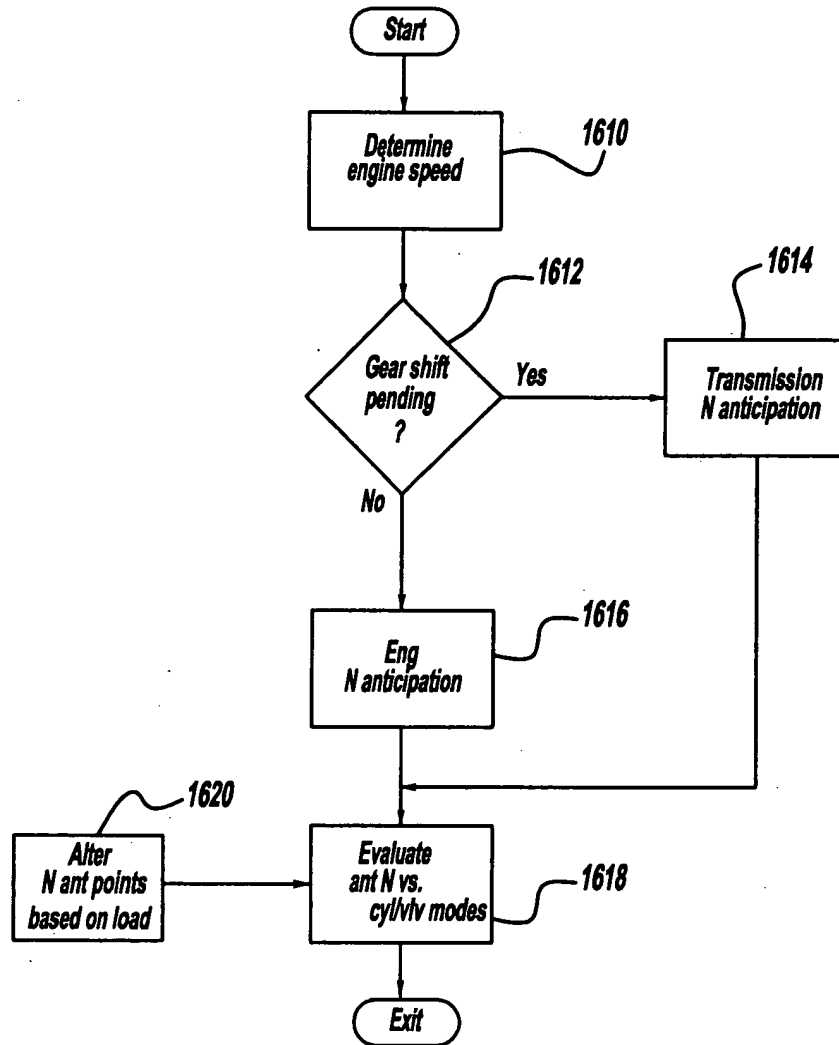
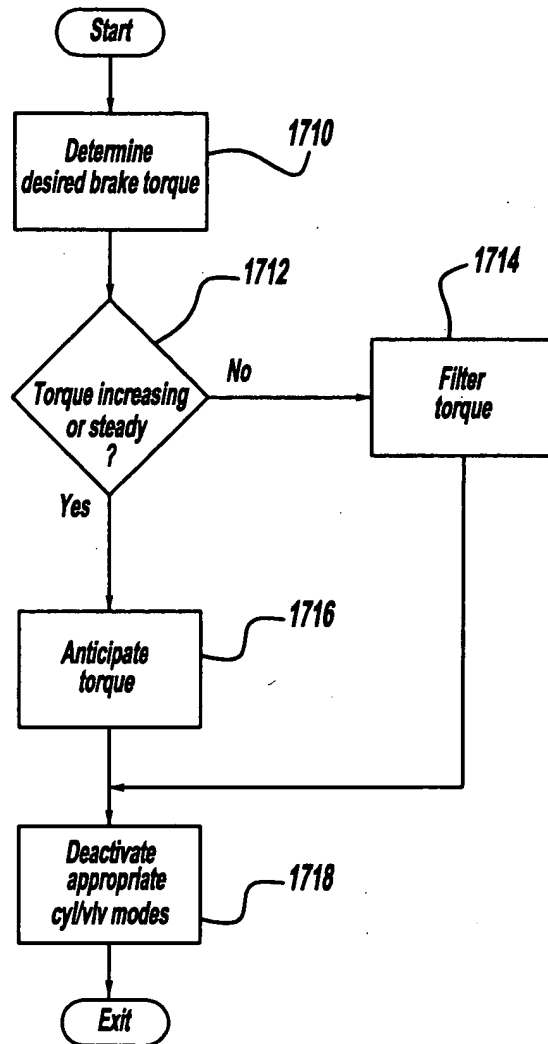
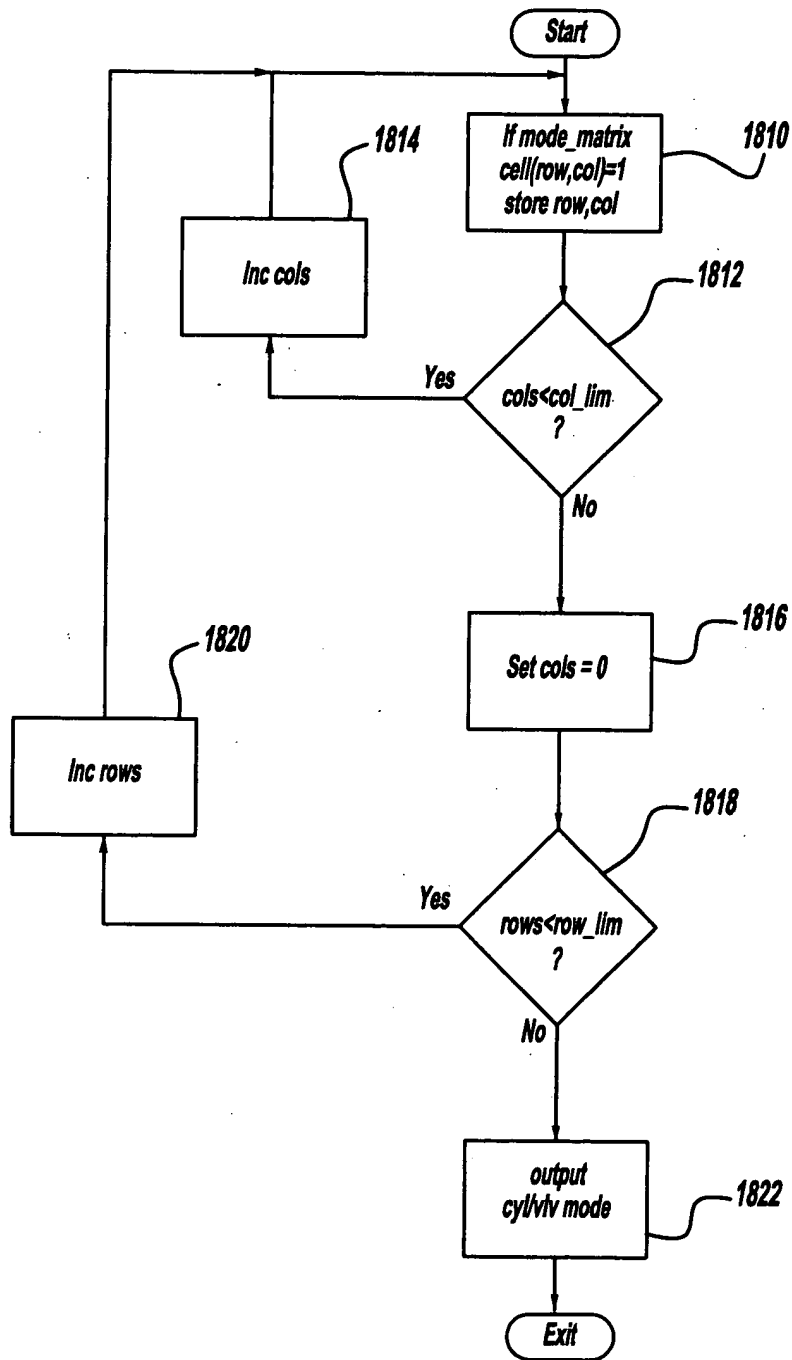
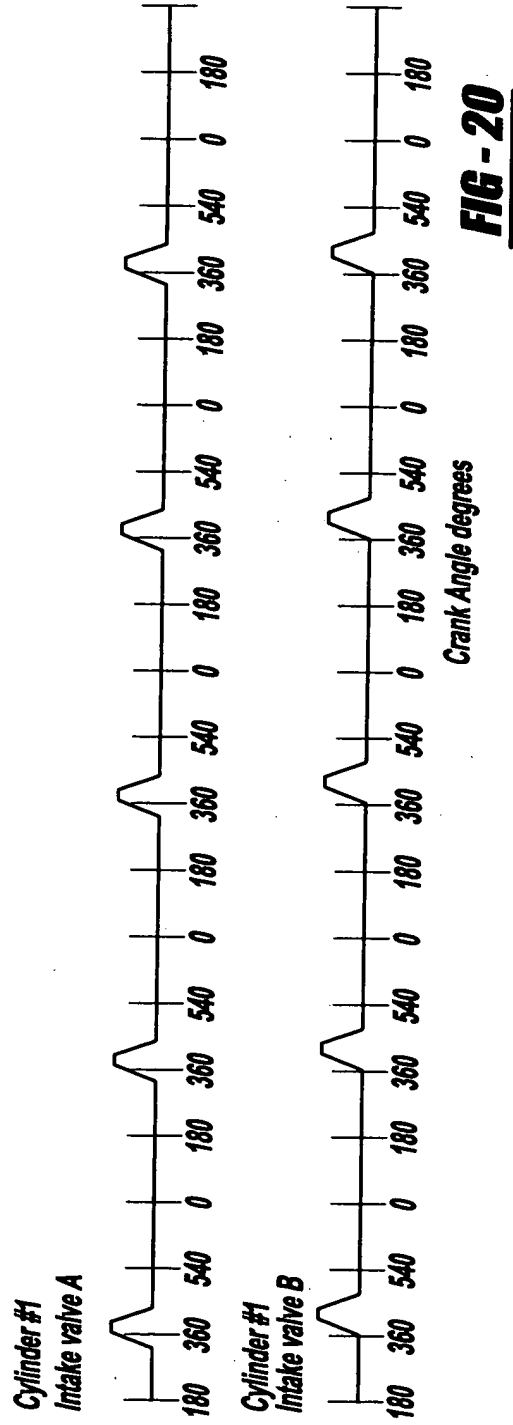
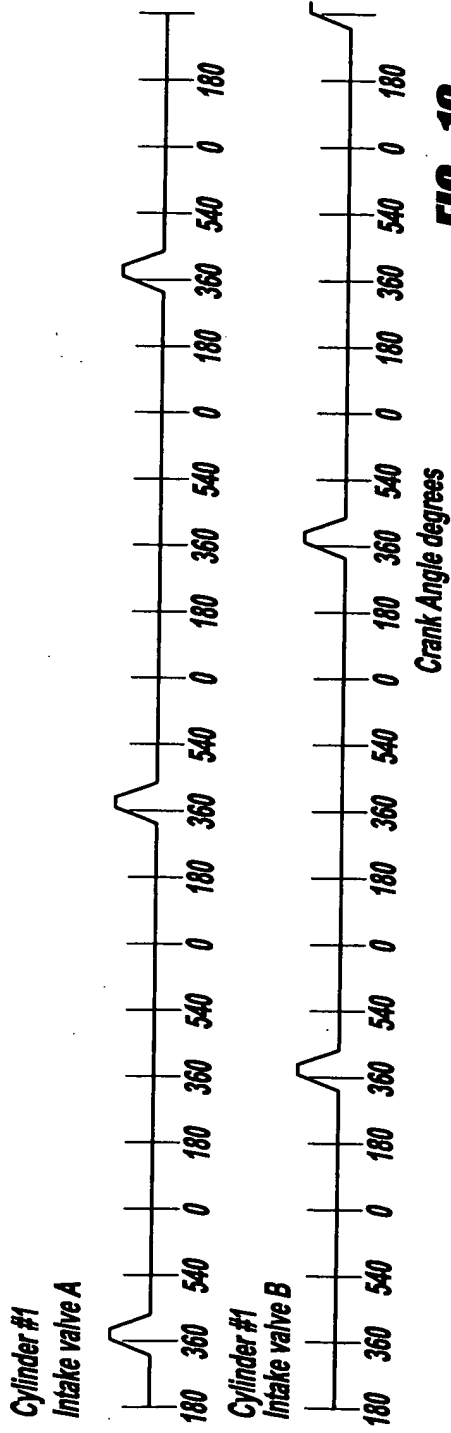
FIG - 14

FIG - 15

**FIG - 16**

**FIG - 17**

**FIG - 18**



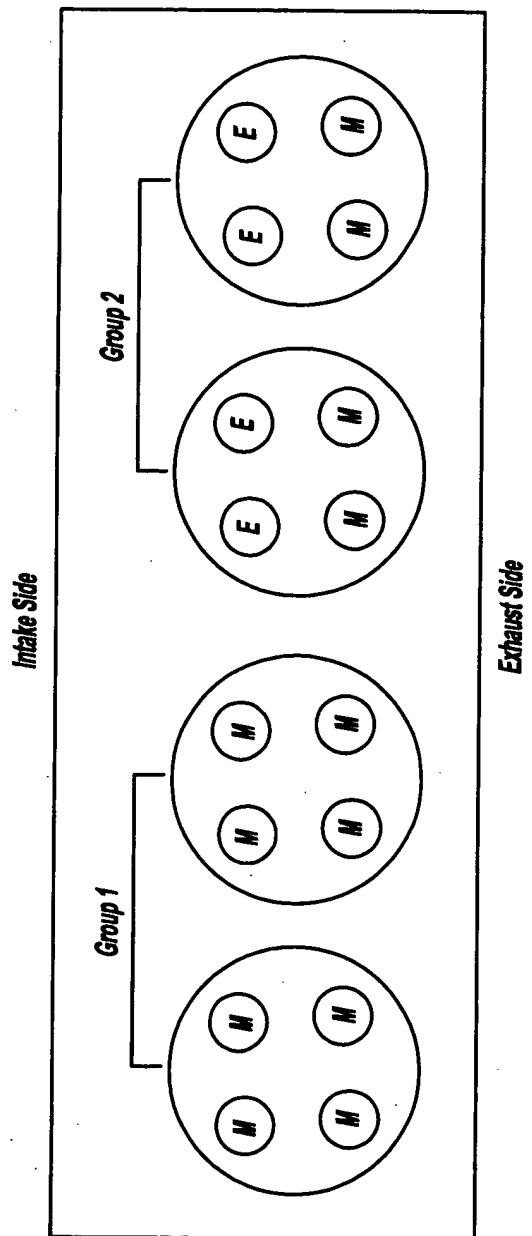


FIG - 21

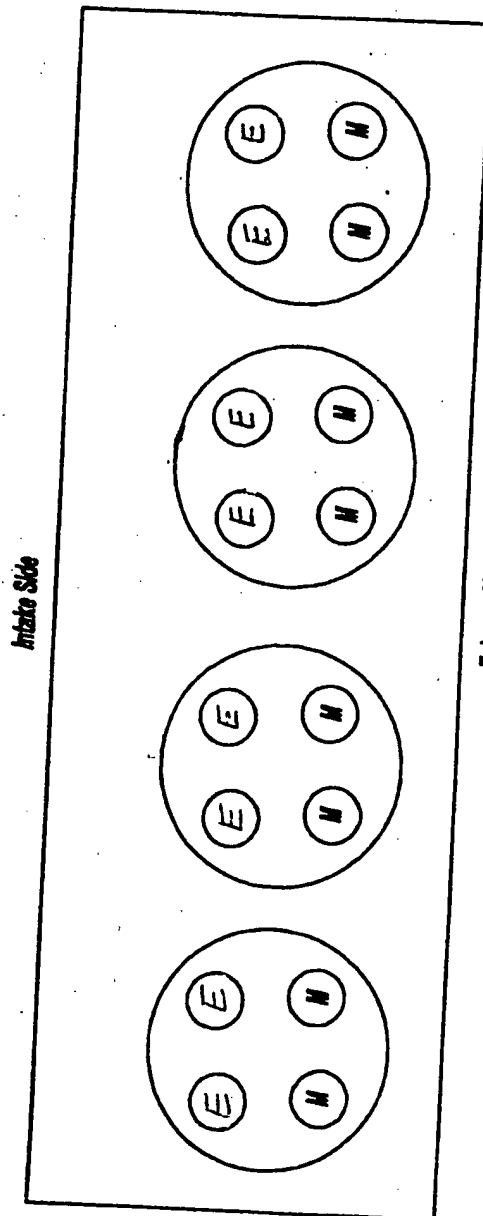


FIG - 21A

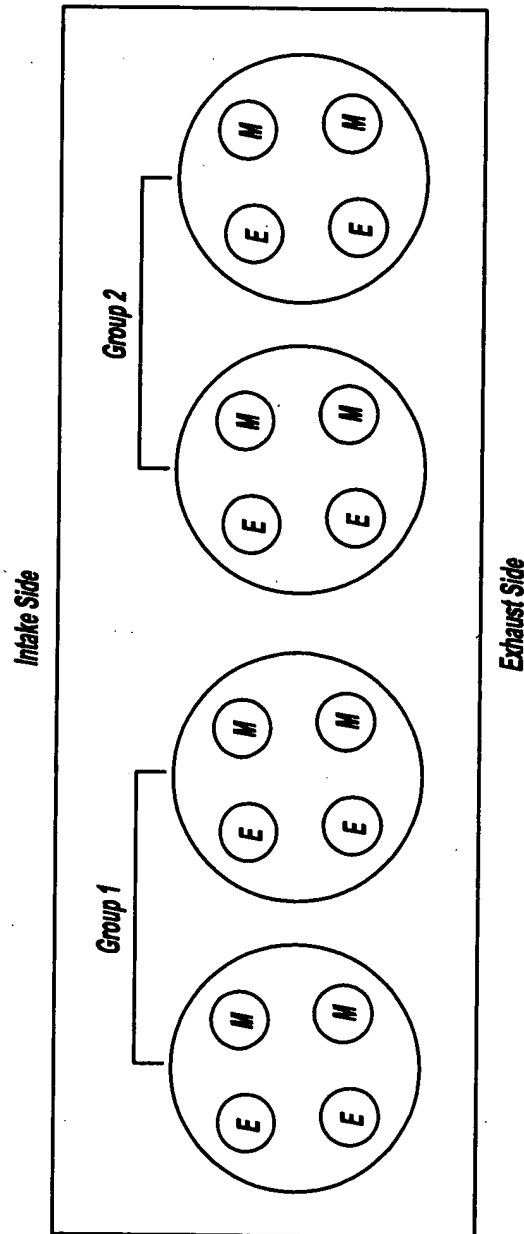


FIG - 22

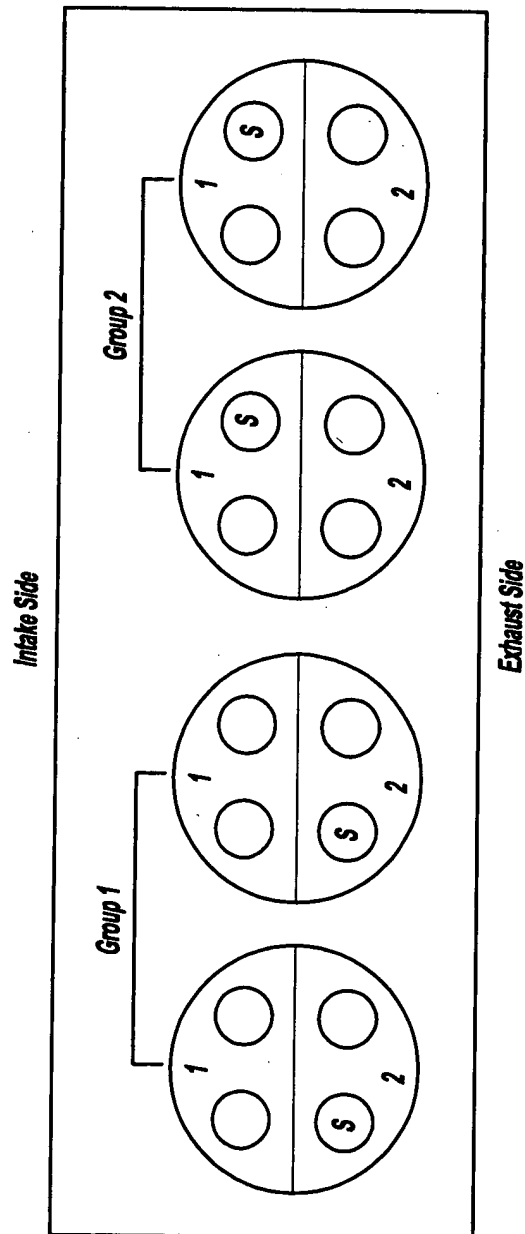


FIG - 23

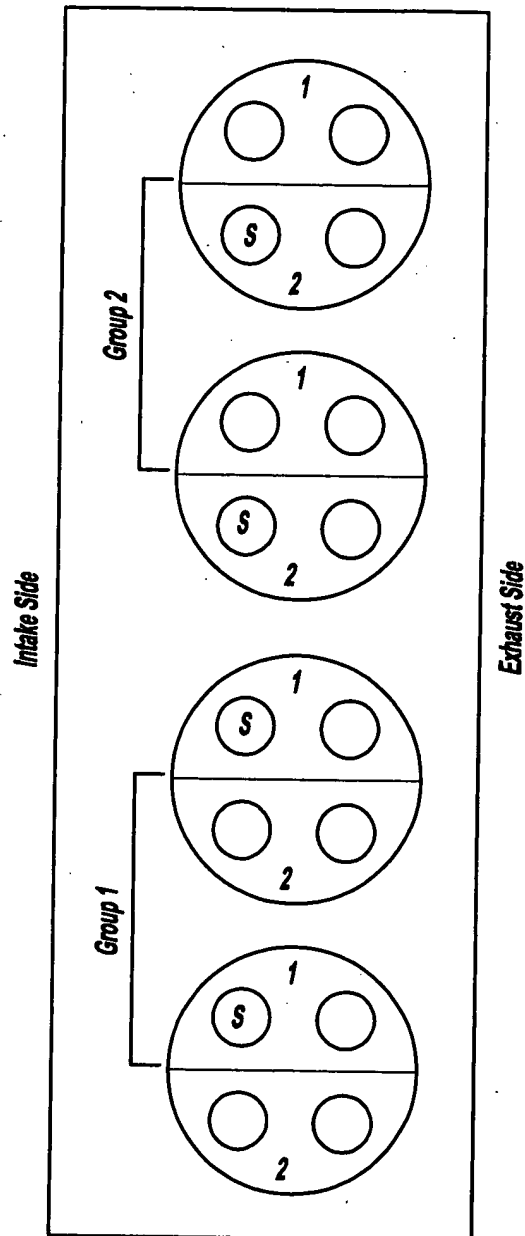


FIG - 24

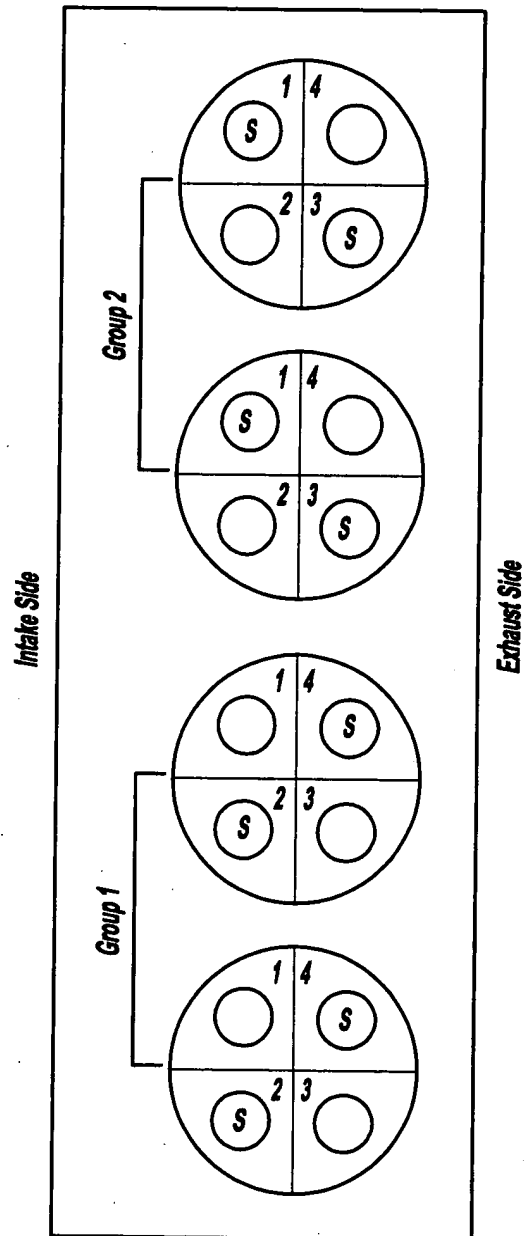


FIG - 25

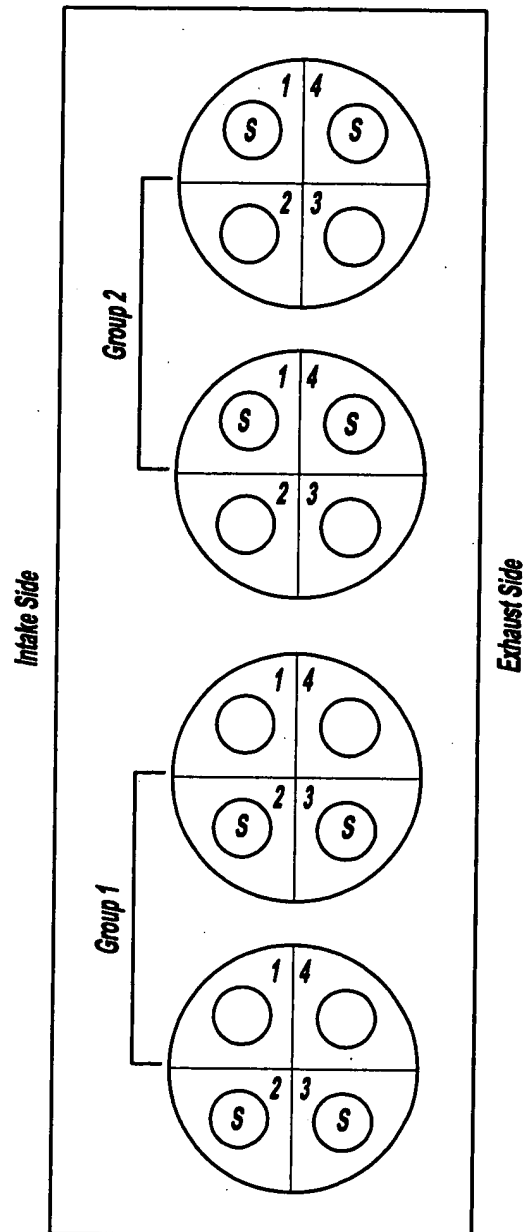


FIG - 26

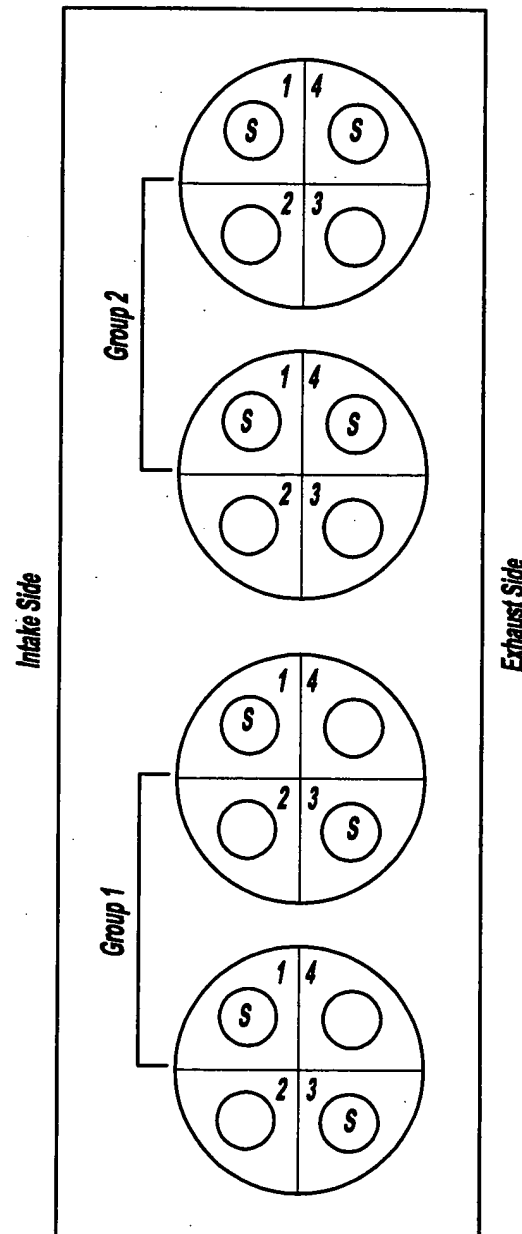
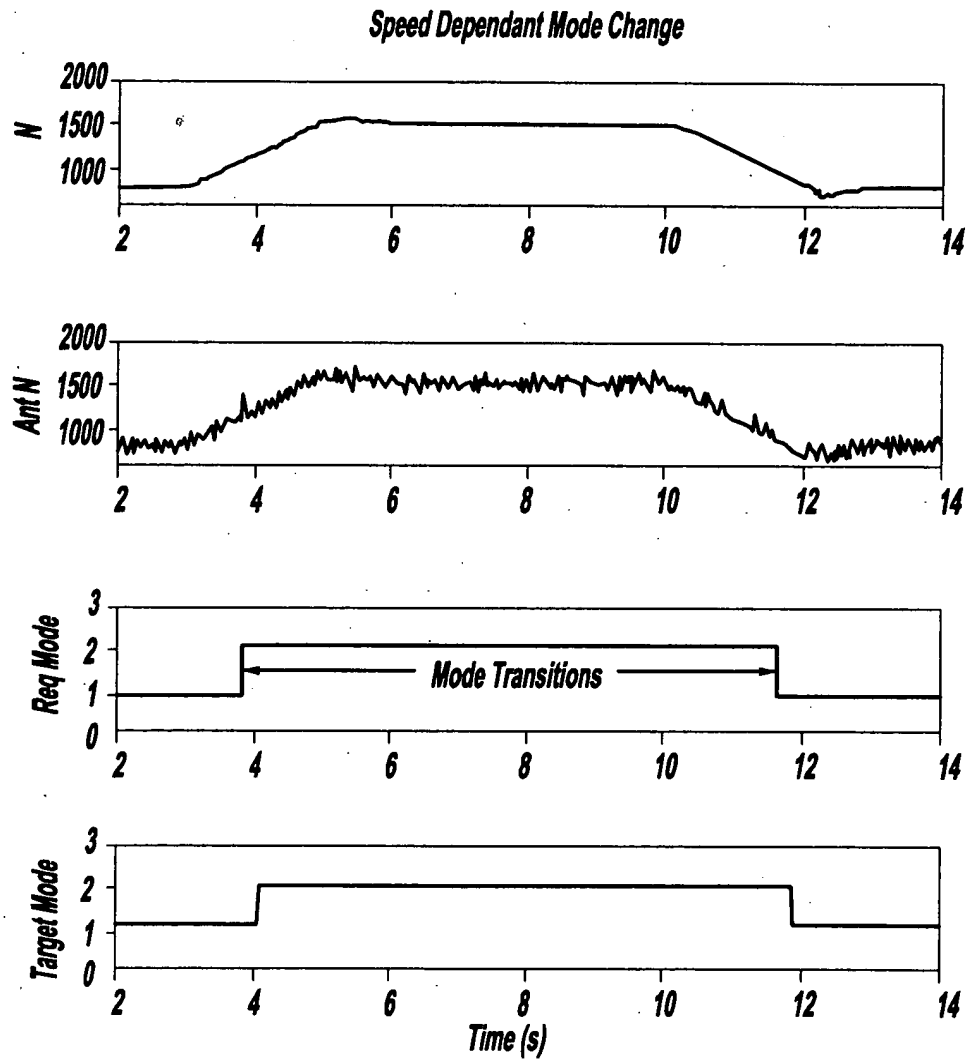


FIG - 27

**FIG - 28**

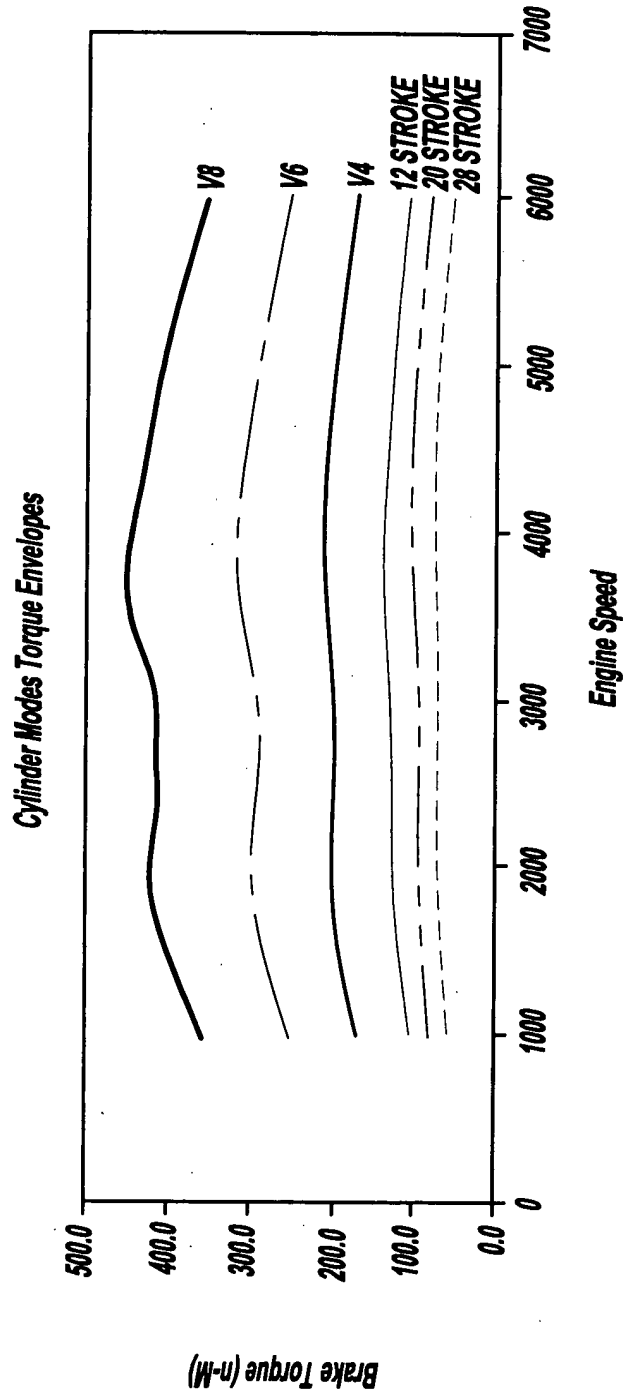


FIG - 29

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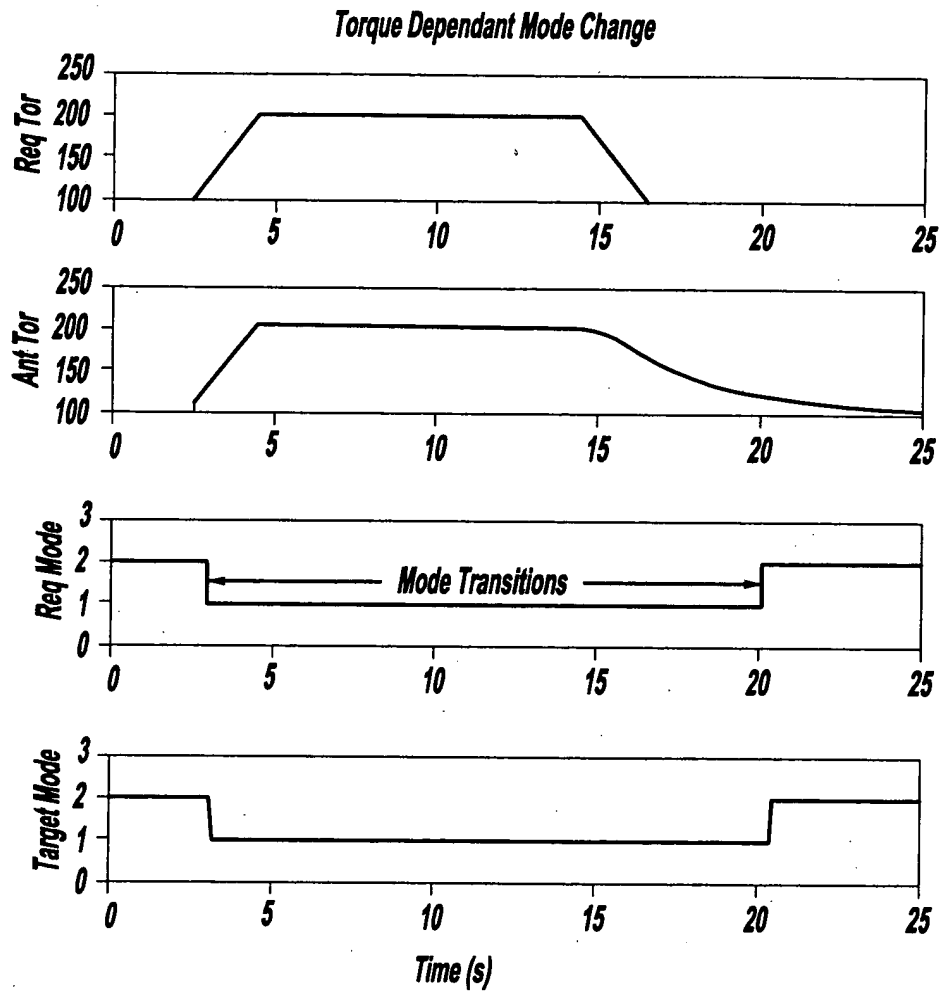
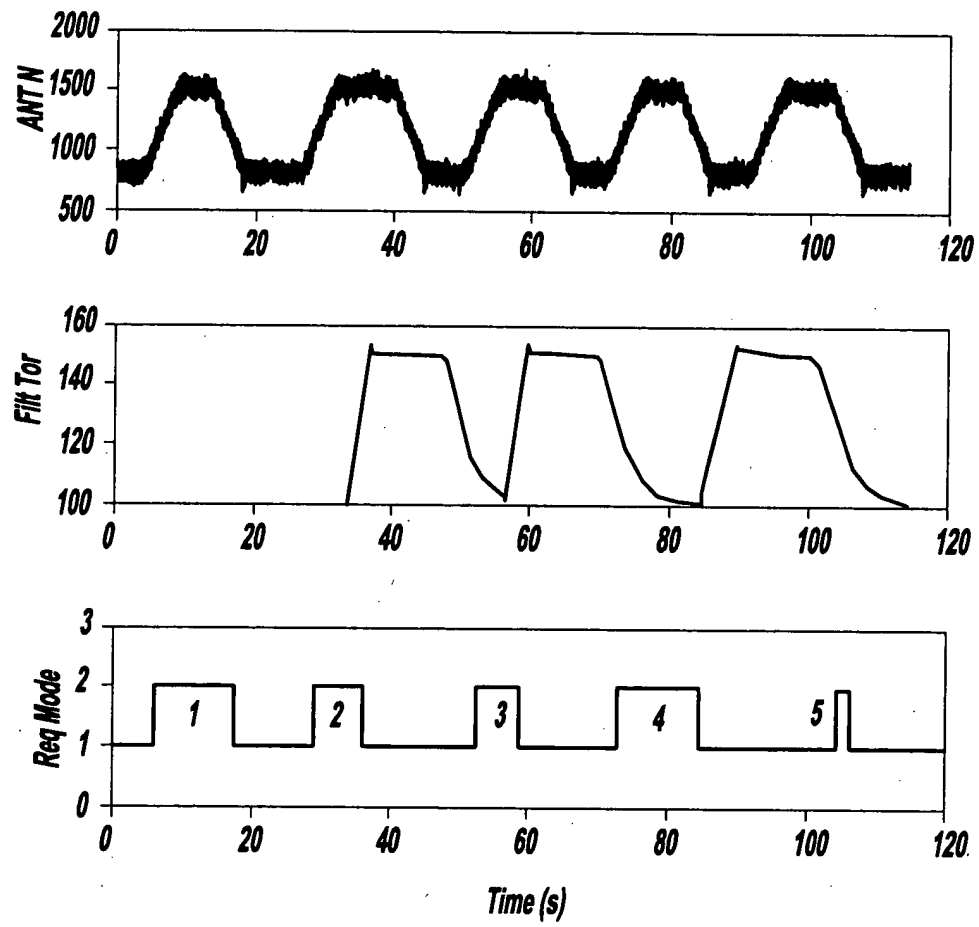
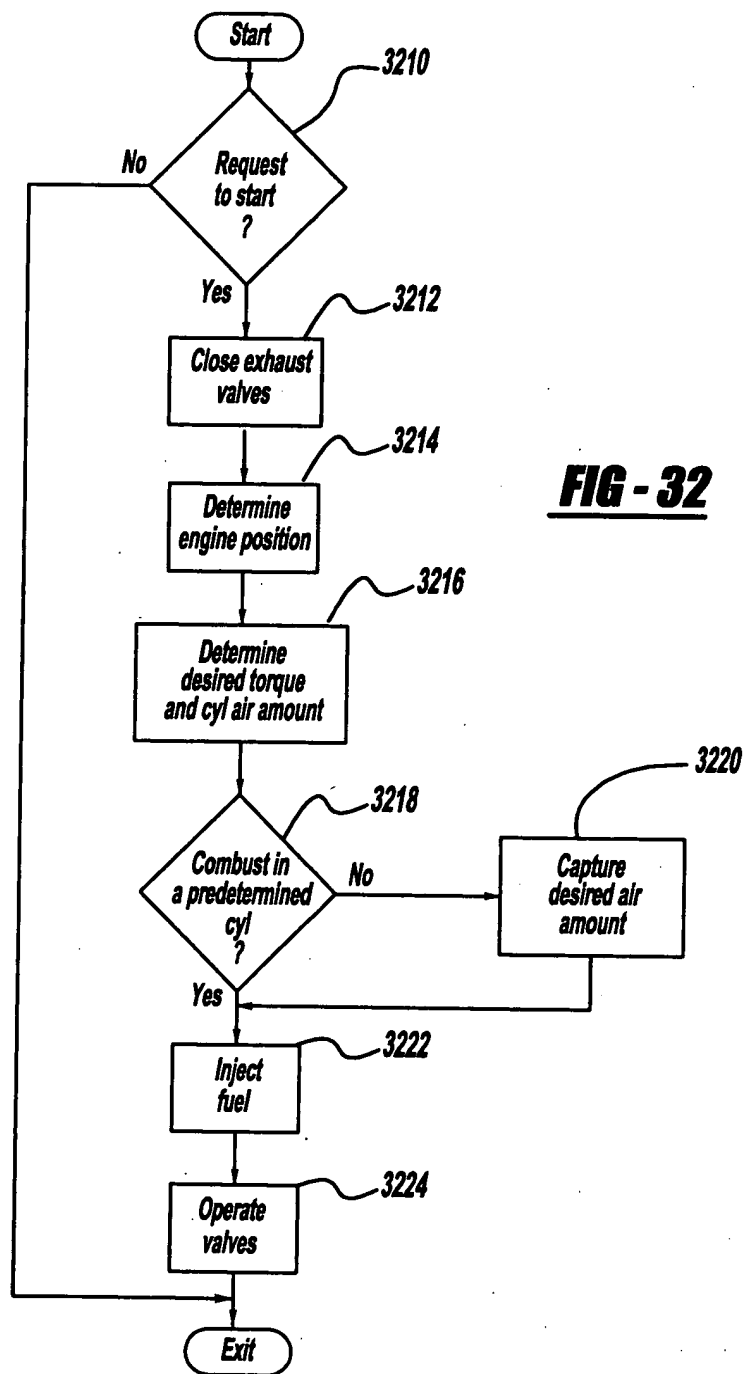
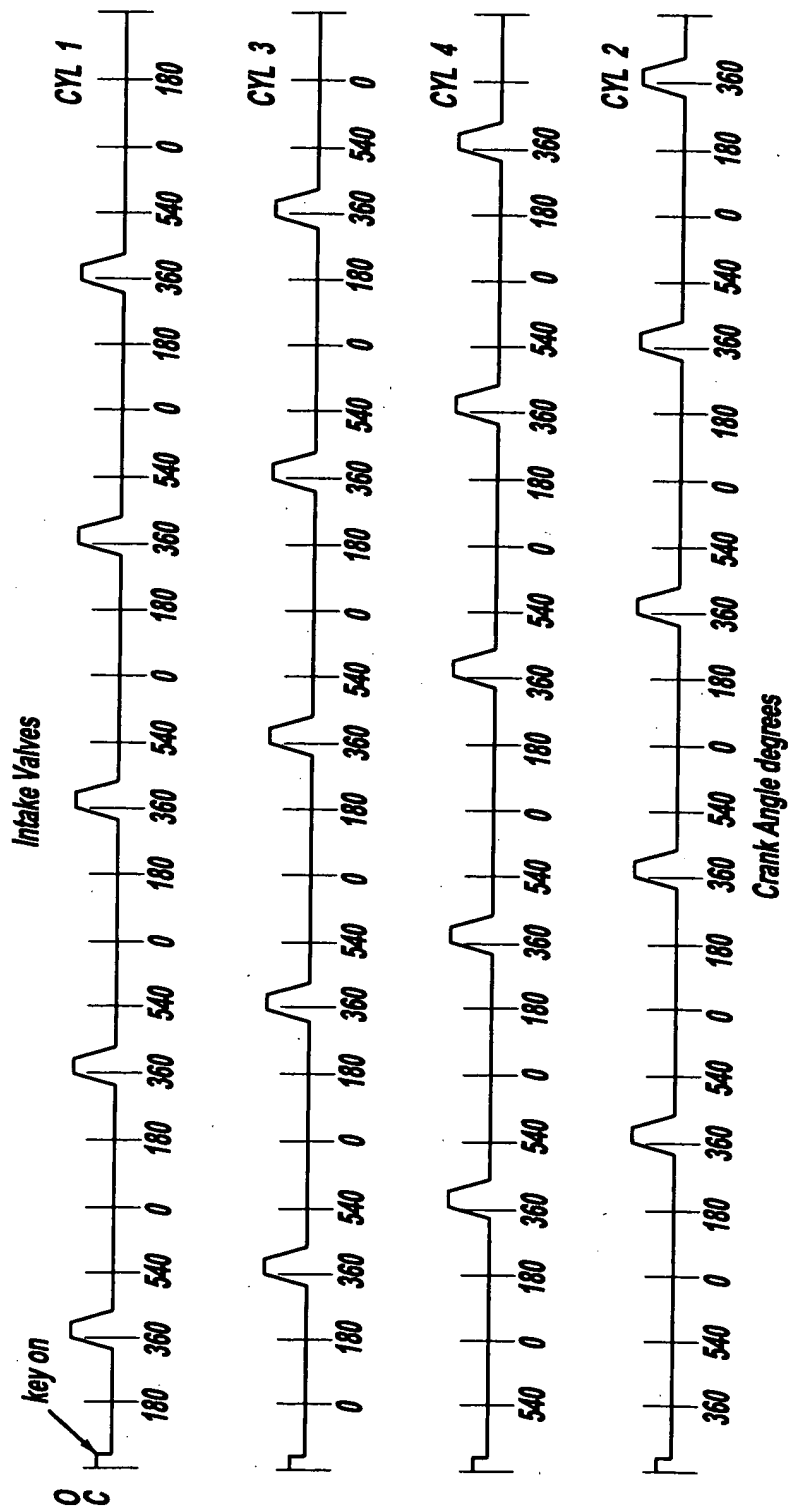
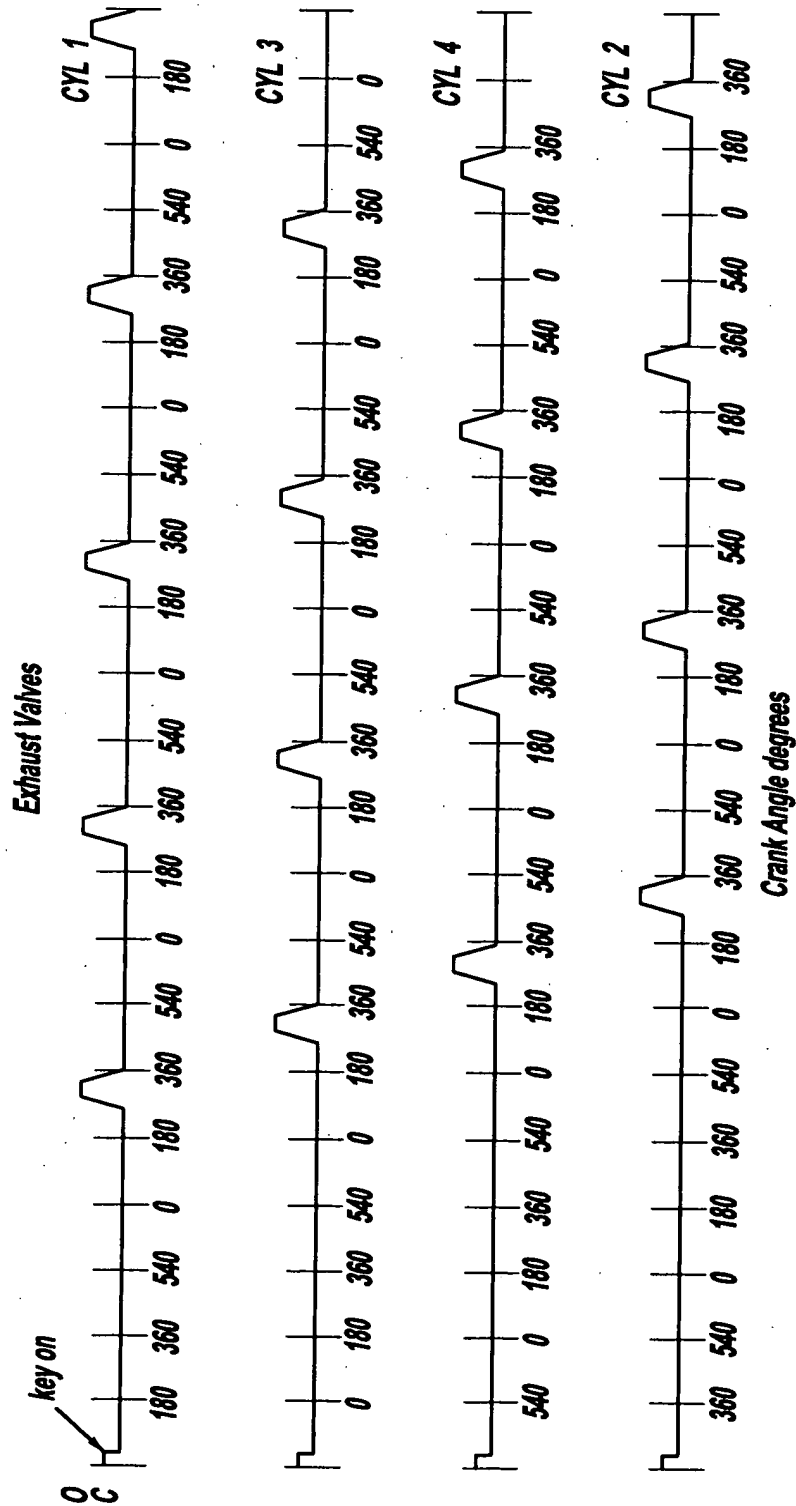


FIG - 30

Speed and Torque Dependant Mode Changes**FIG - 31**



**FIG - 33a**

**FIG - 33b**

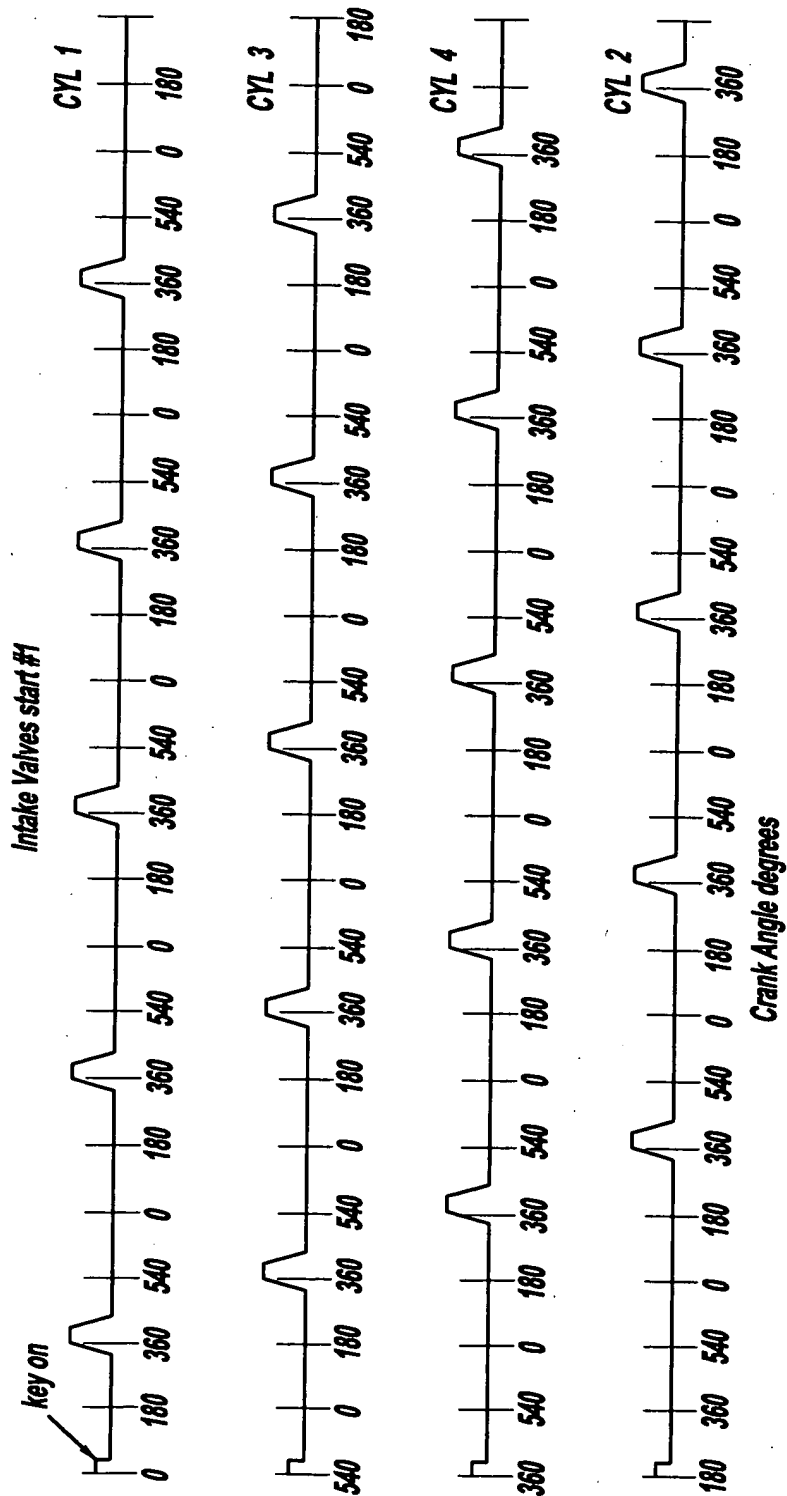


FIG - 34a

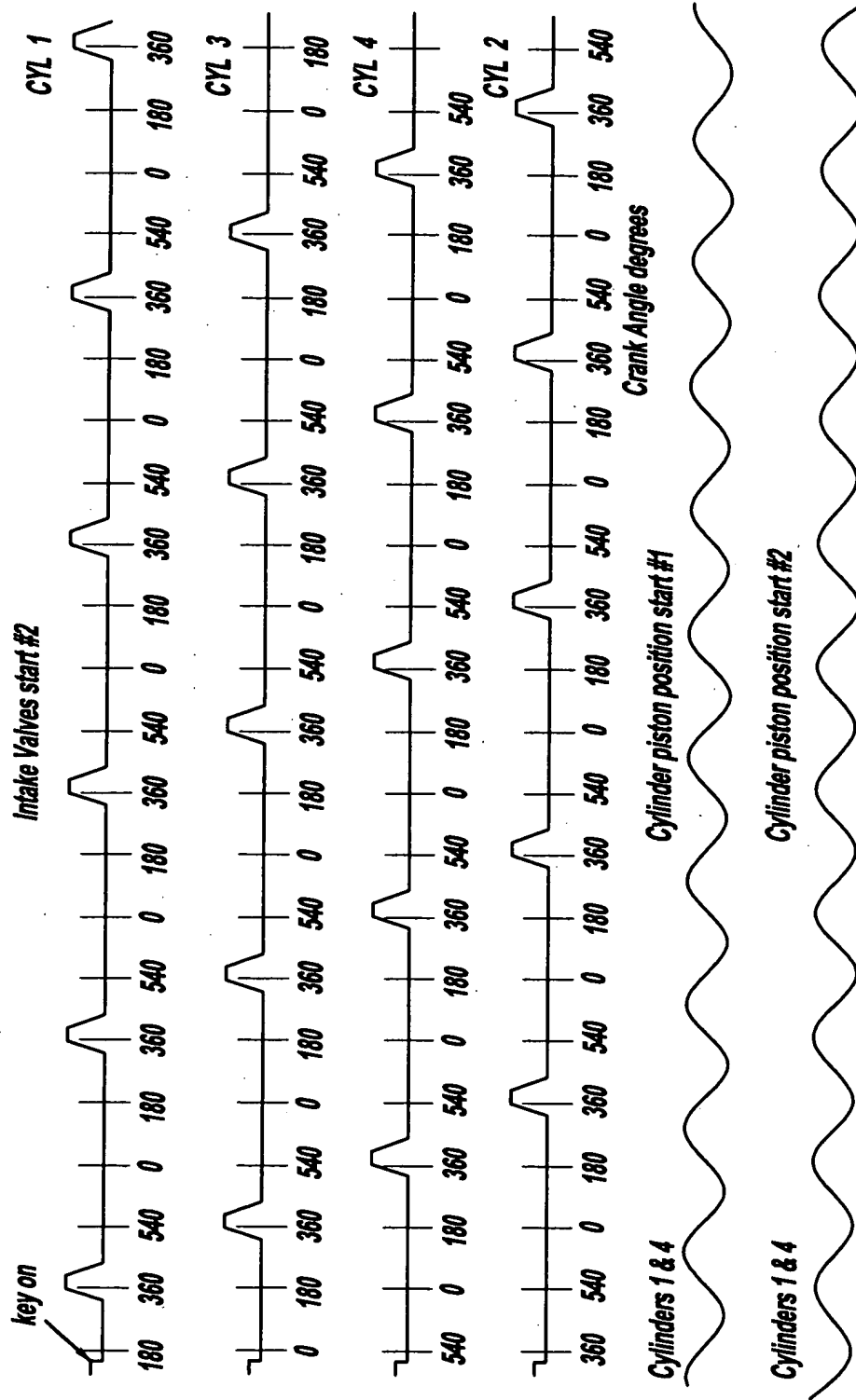
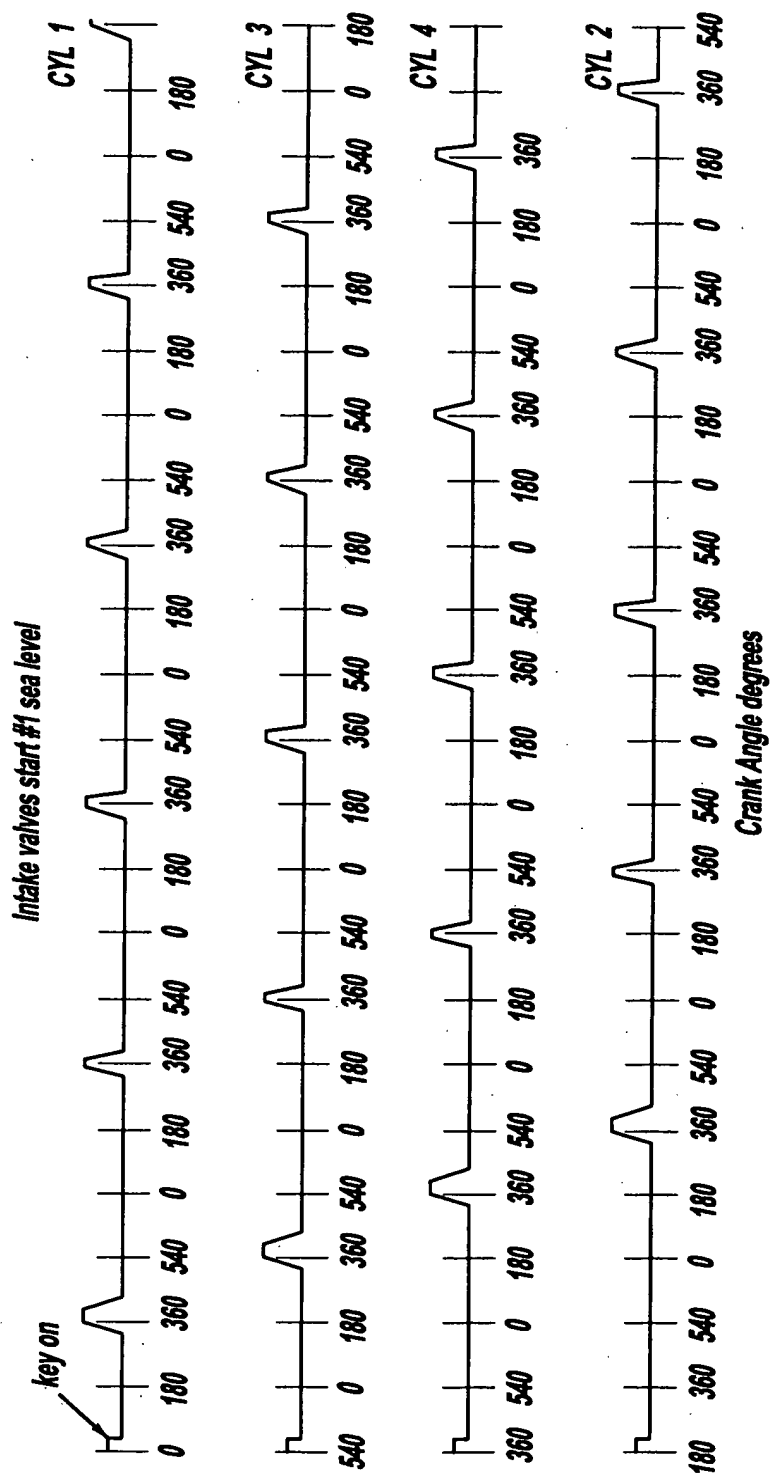
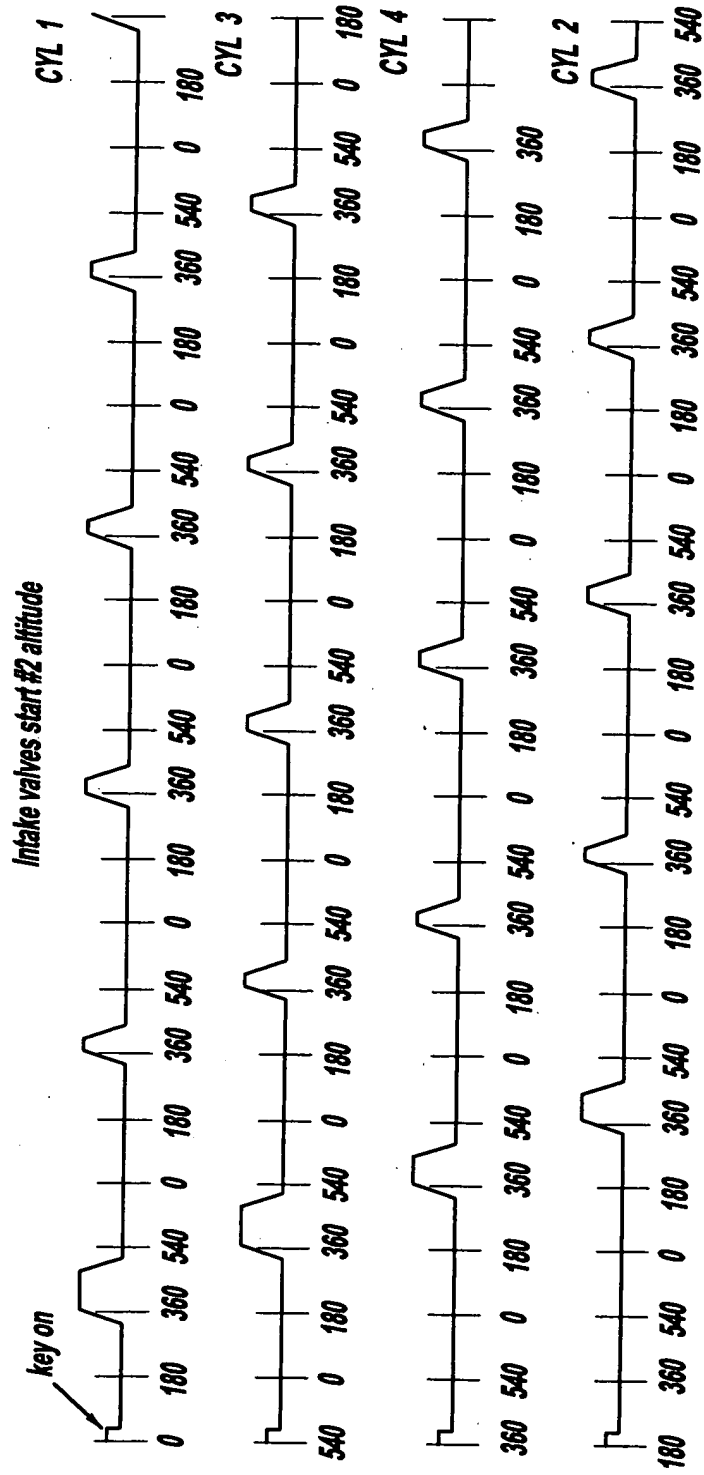
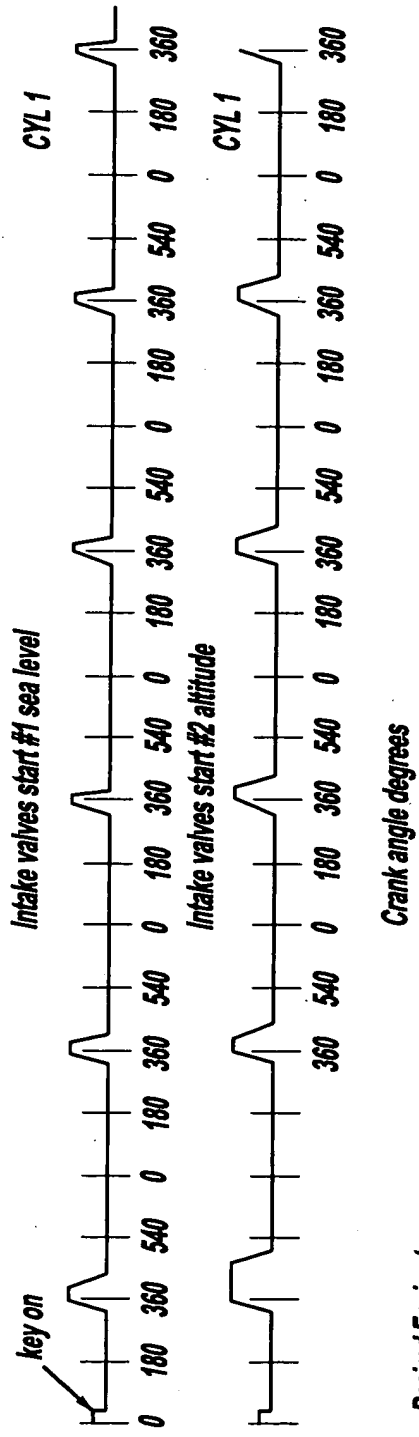


FIG - 34b

**FIG - 35a**

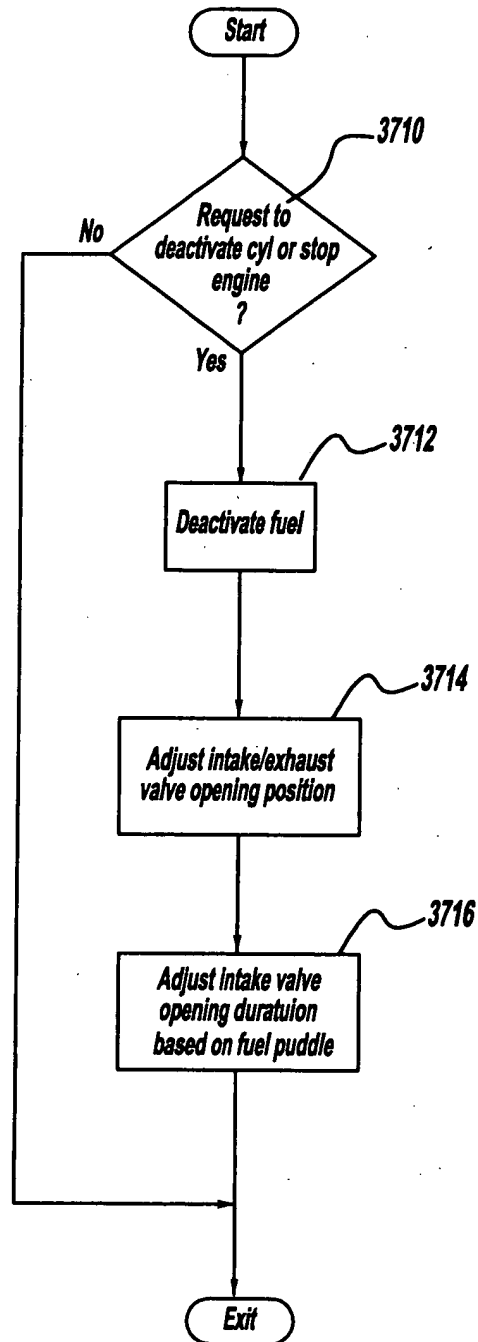
**FIG - 35b**

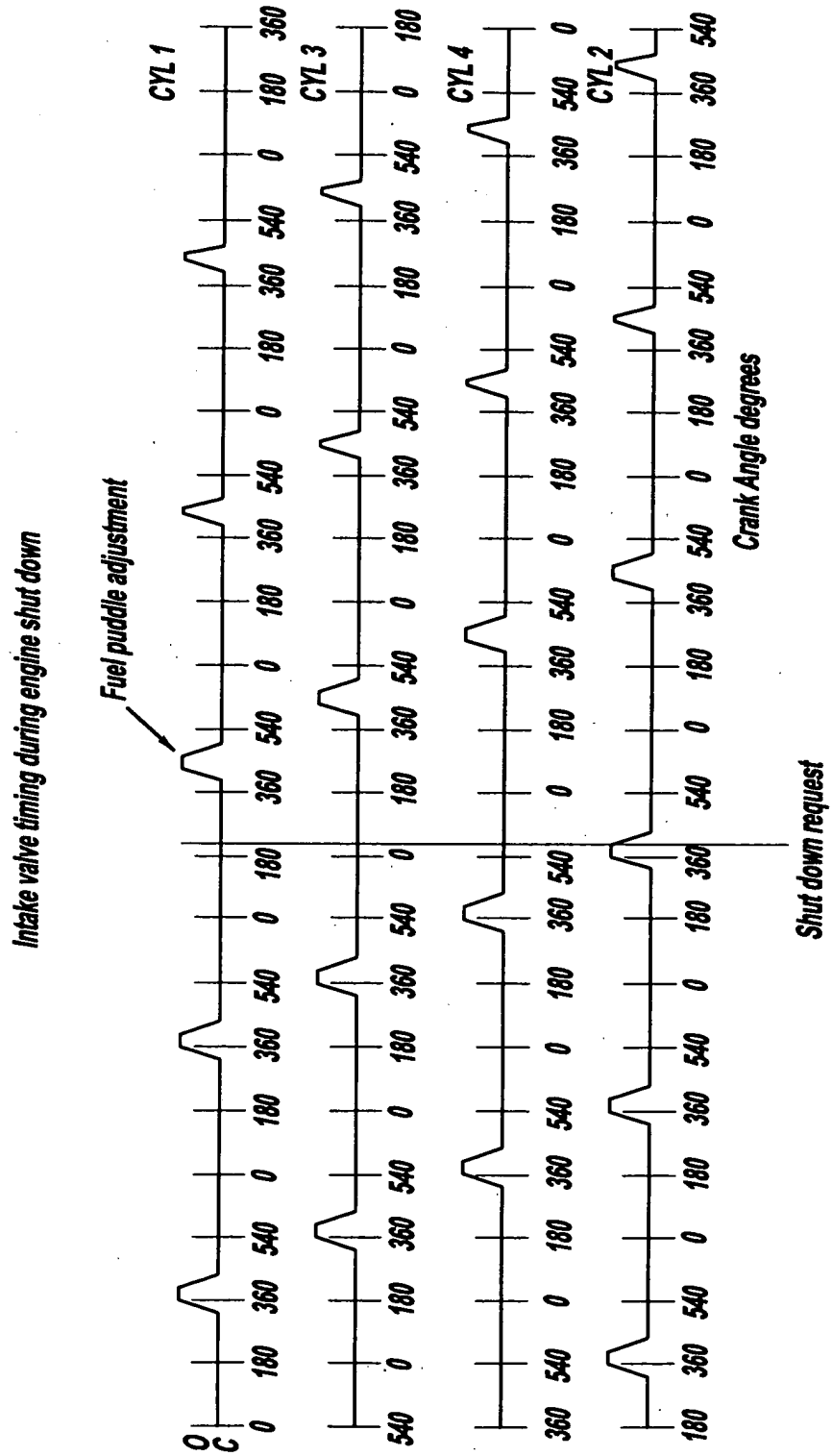


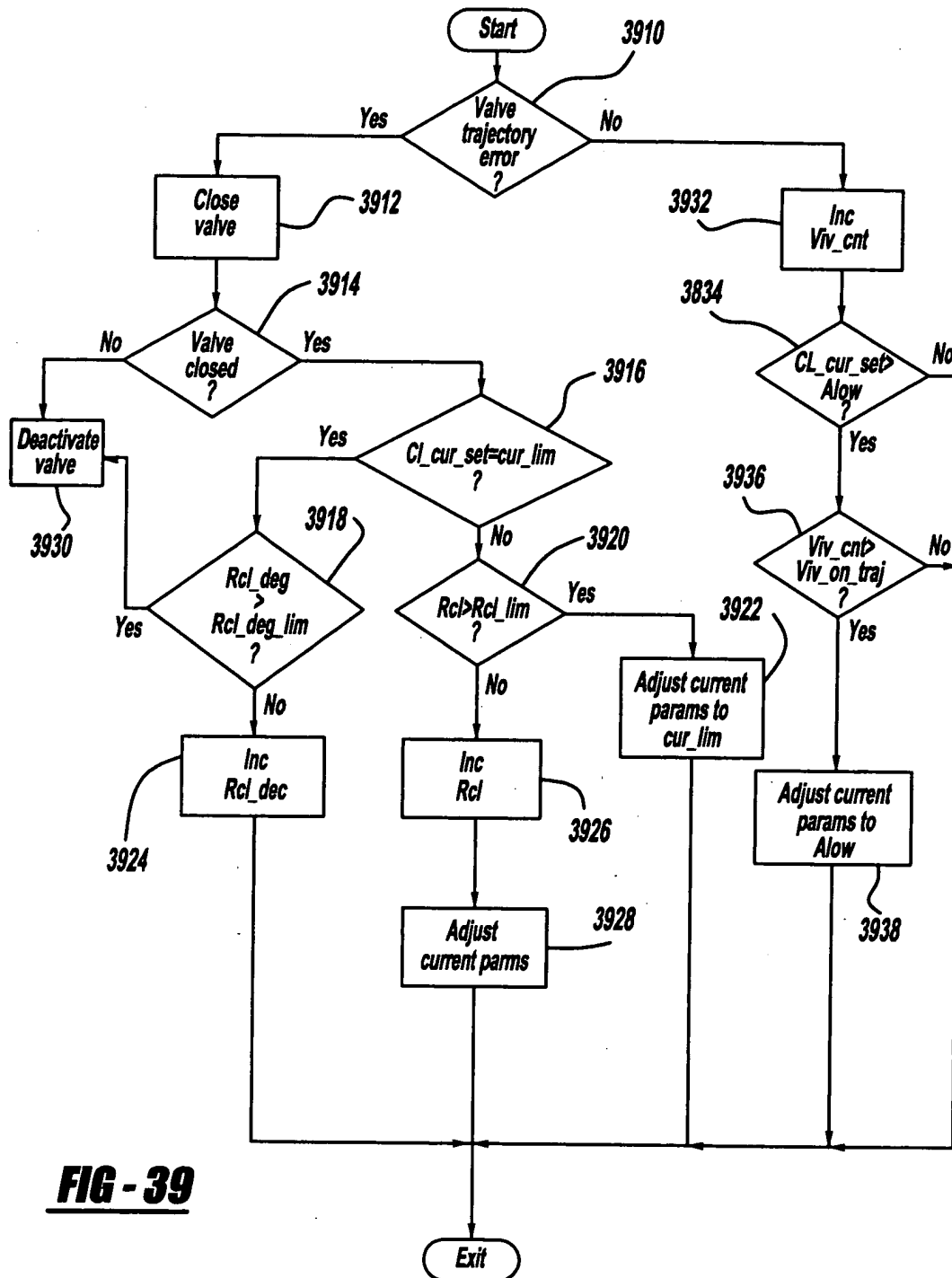
Desired Engine torque

Engine Speed

FIG - 36

**FIG - 37**

**FIG - 38**



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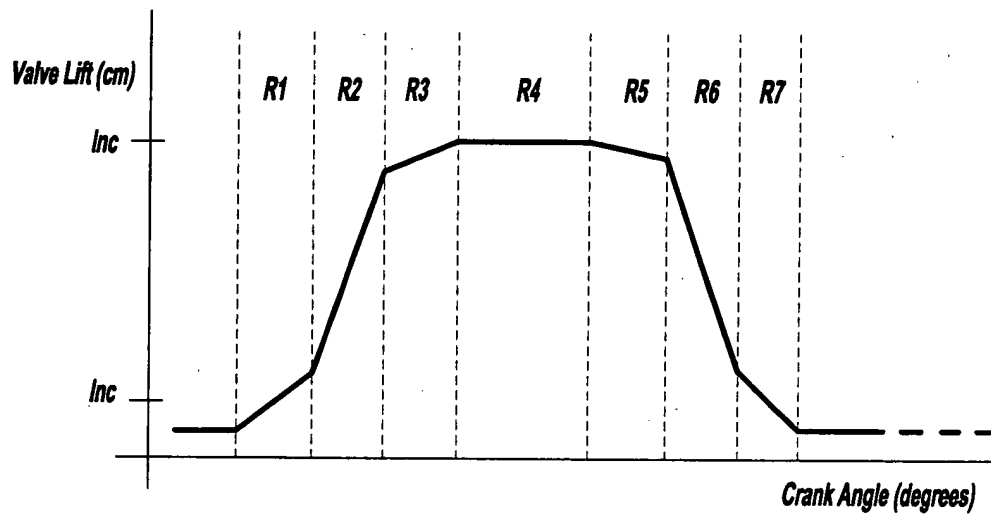
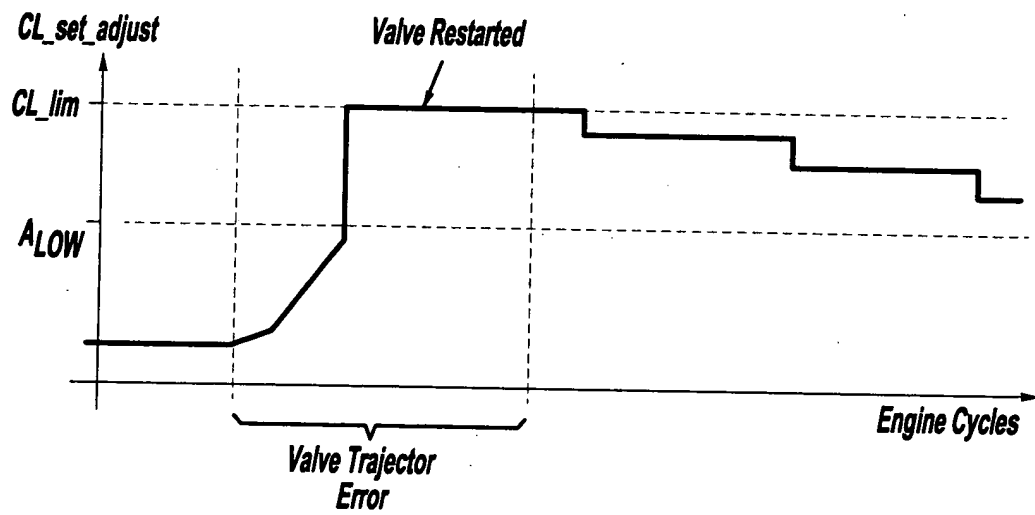
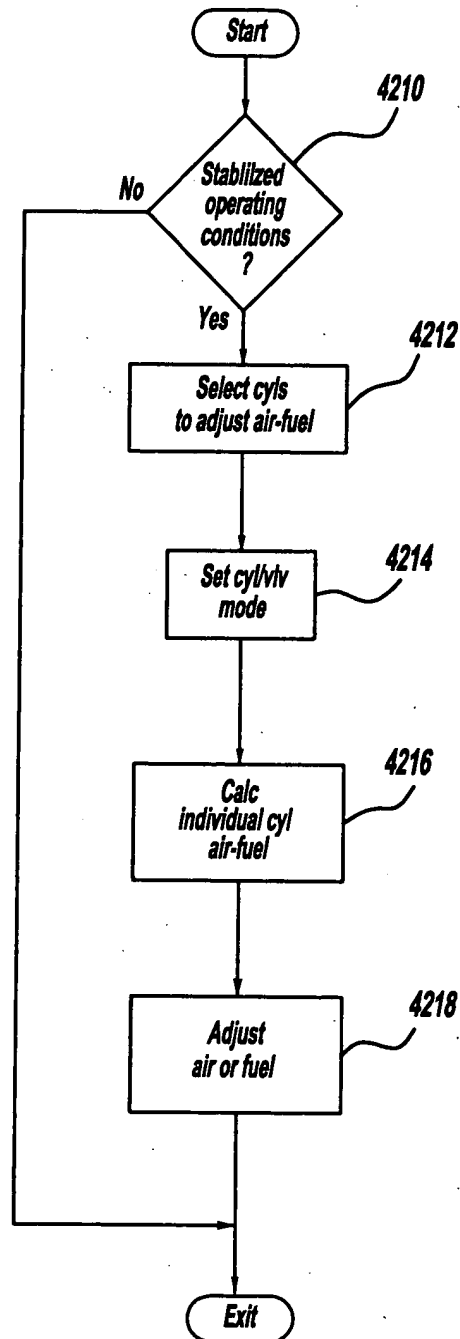


FIG - 40

**FIG - 41**

**FIG - 42**

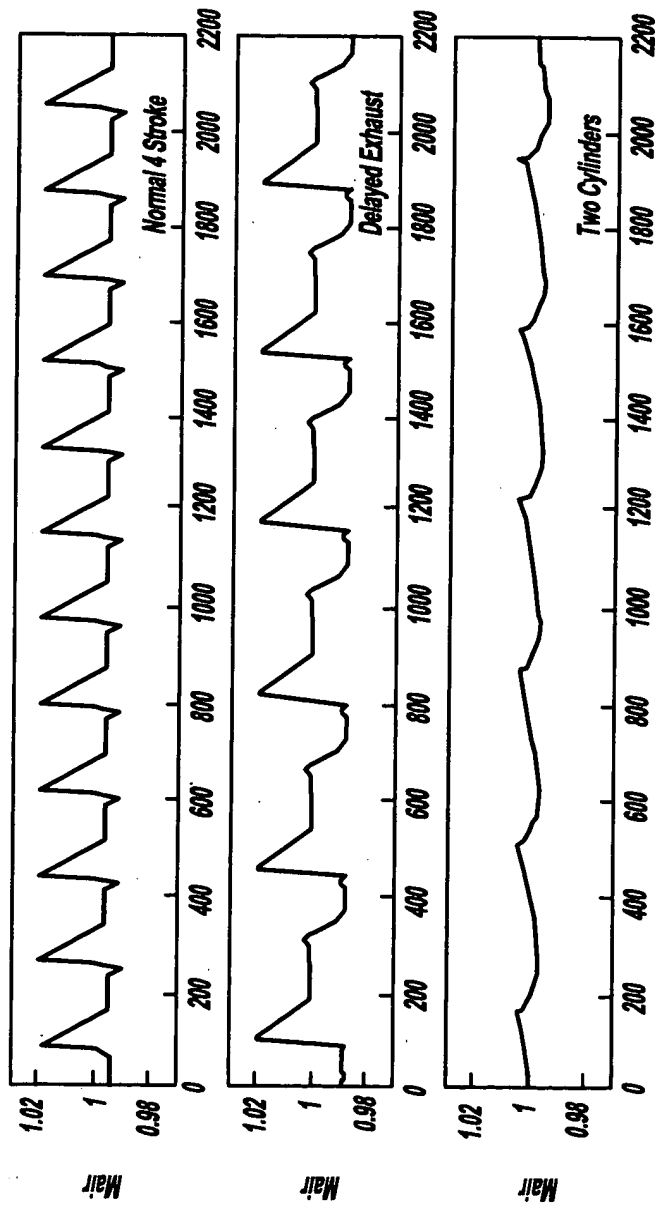


FIG - 43

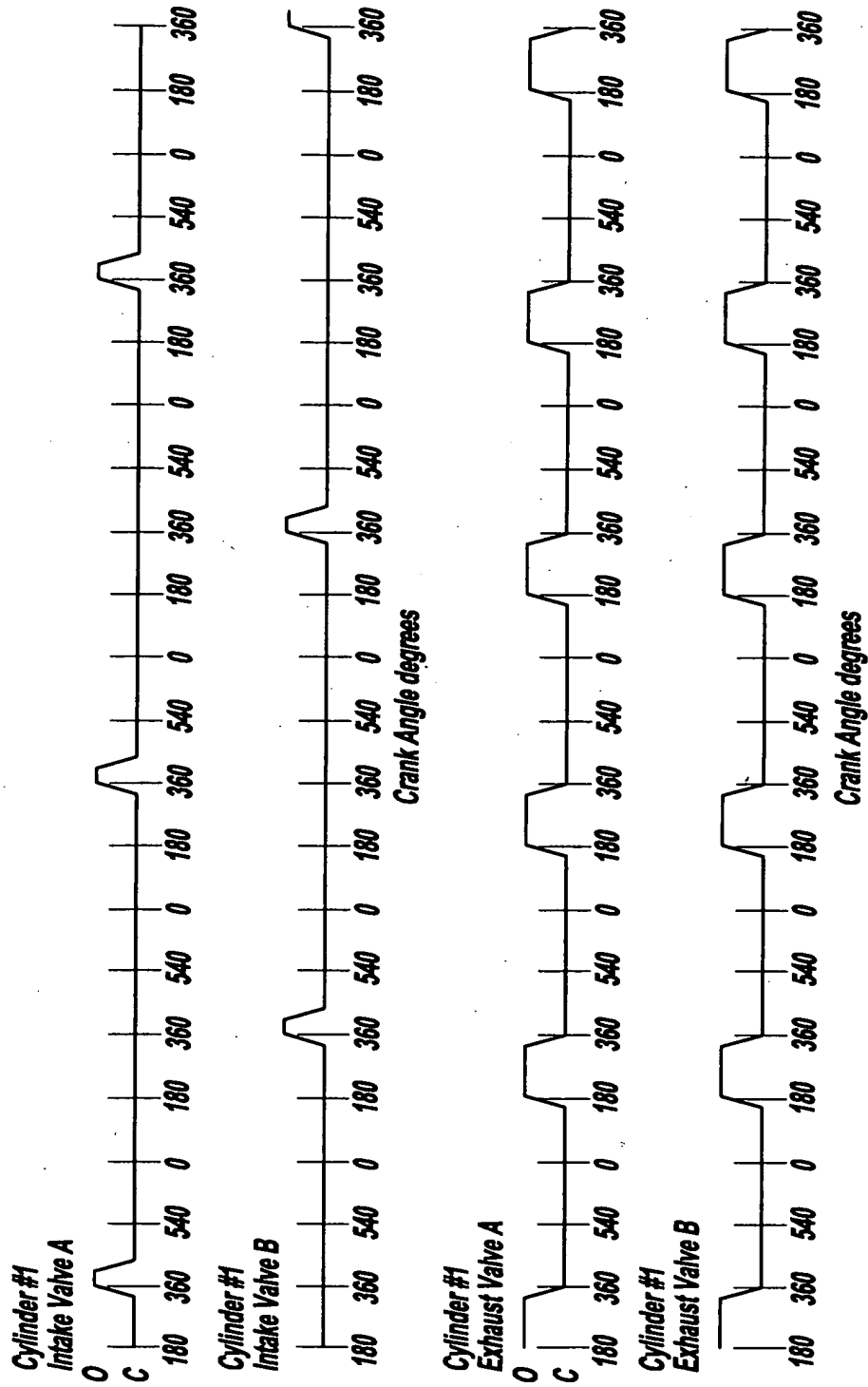


FIG - 44

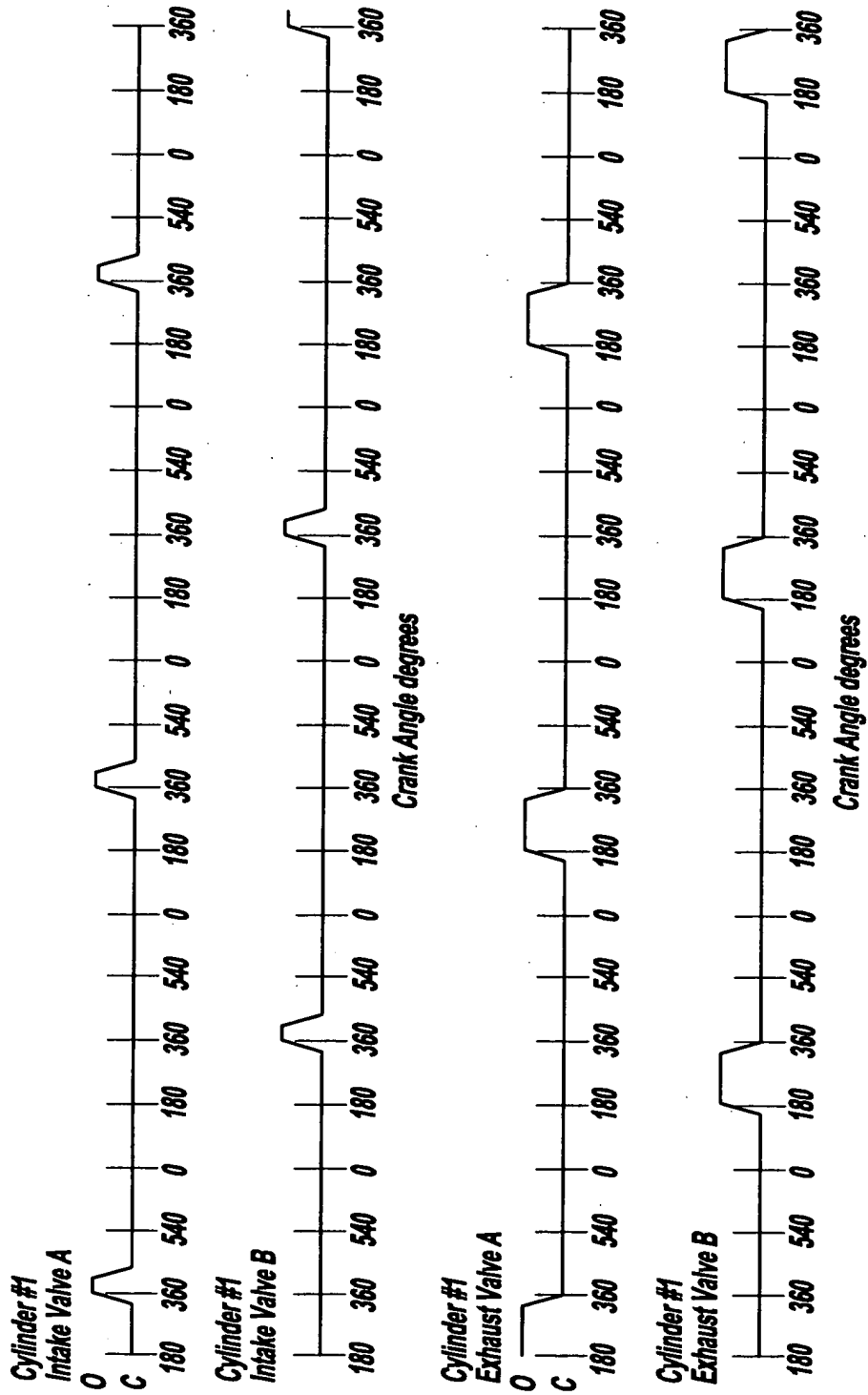


FIG - 45

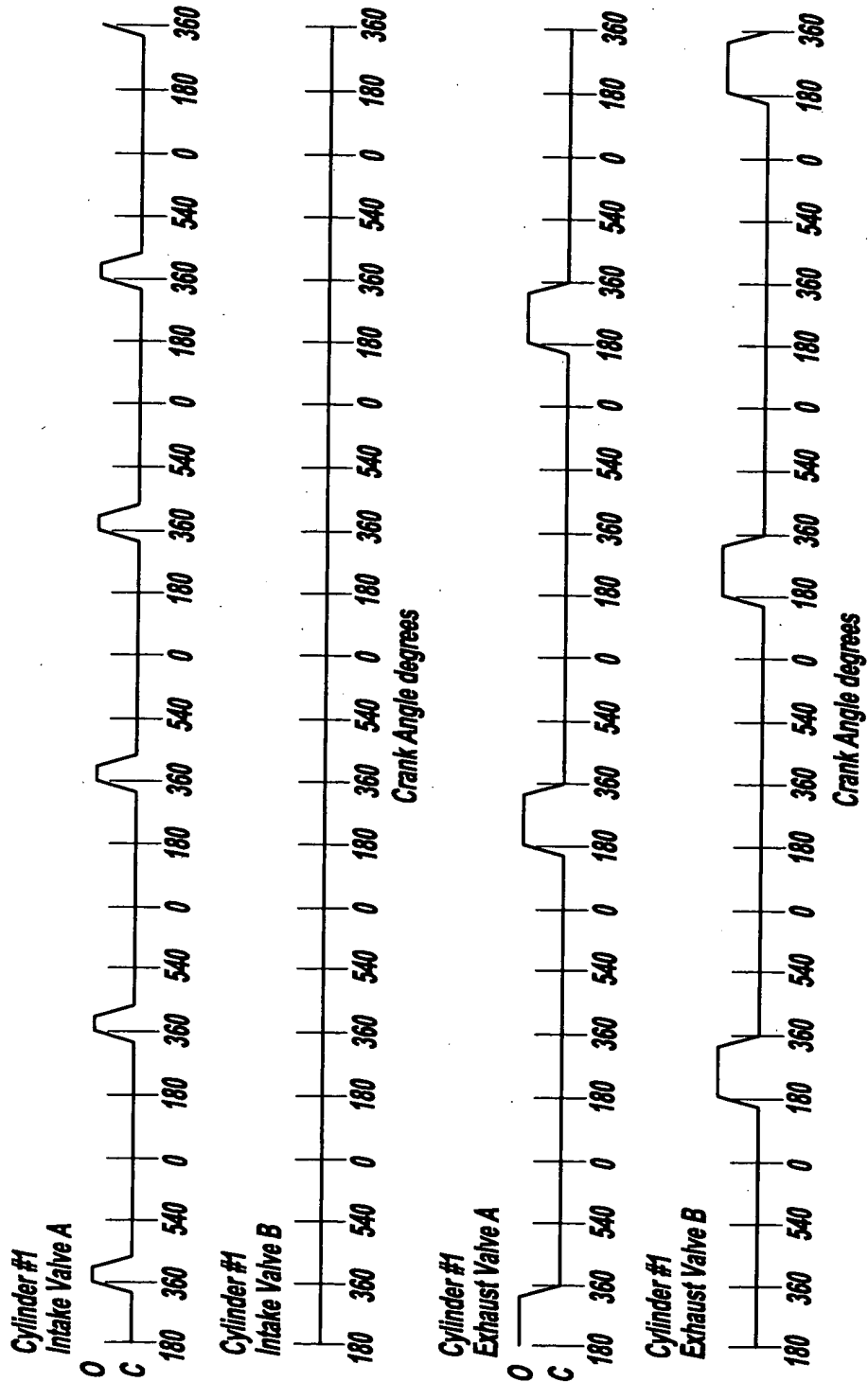
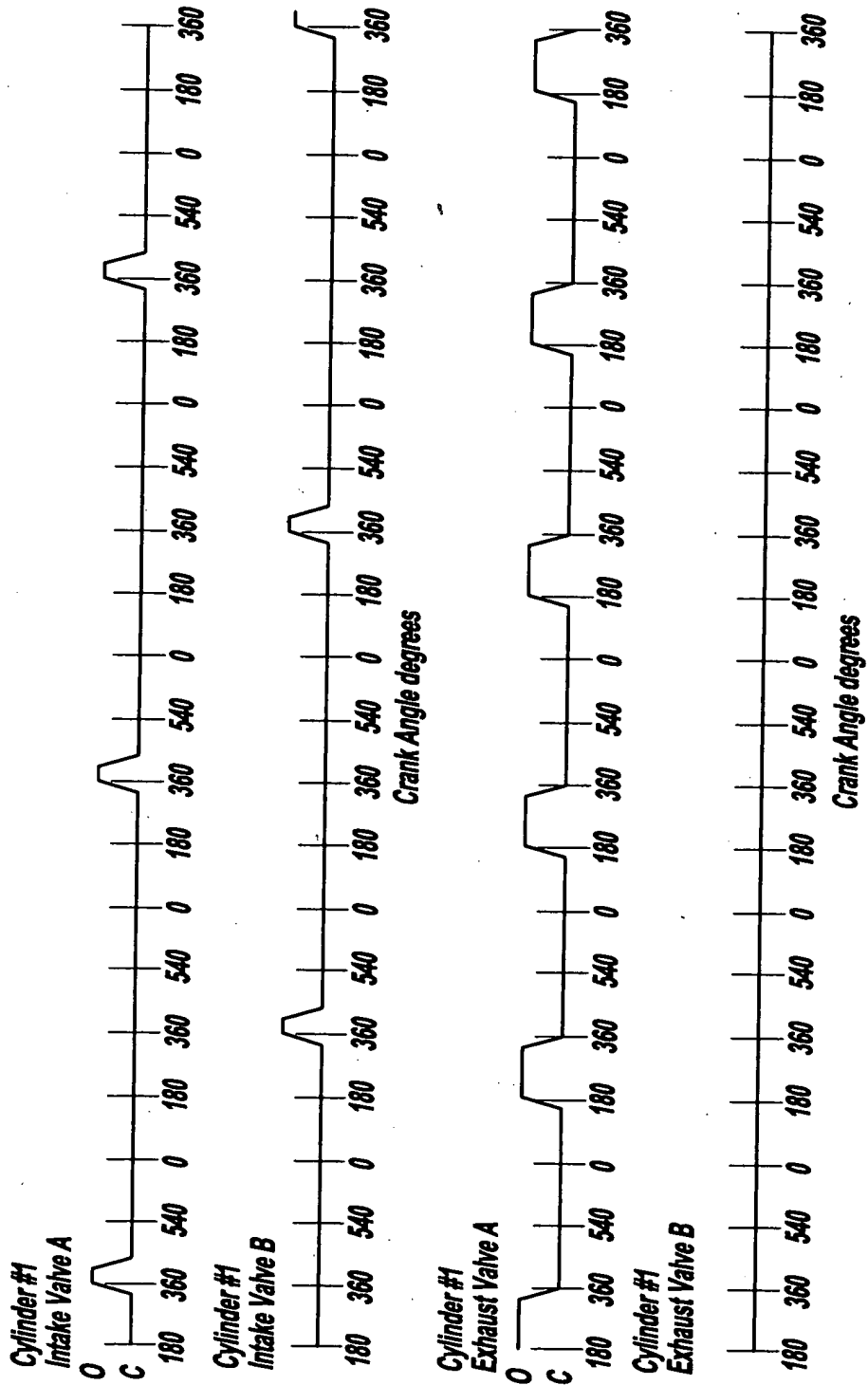


FIG - 46

**FIG - 47**

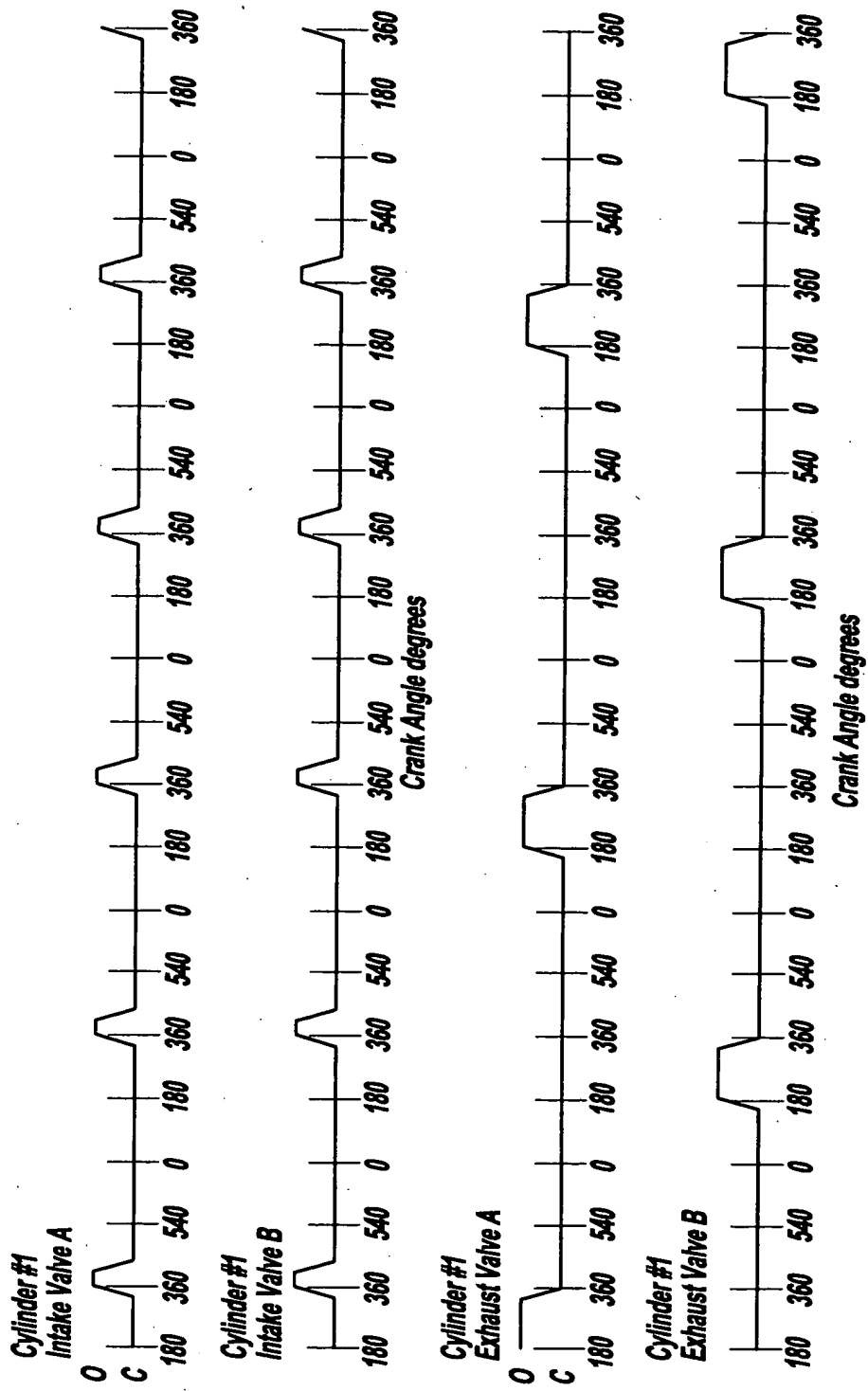
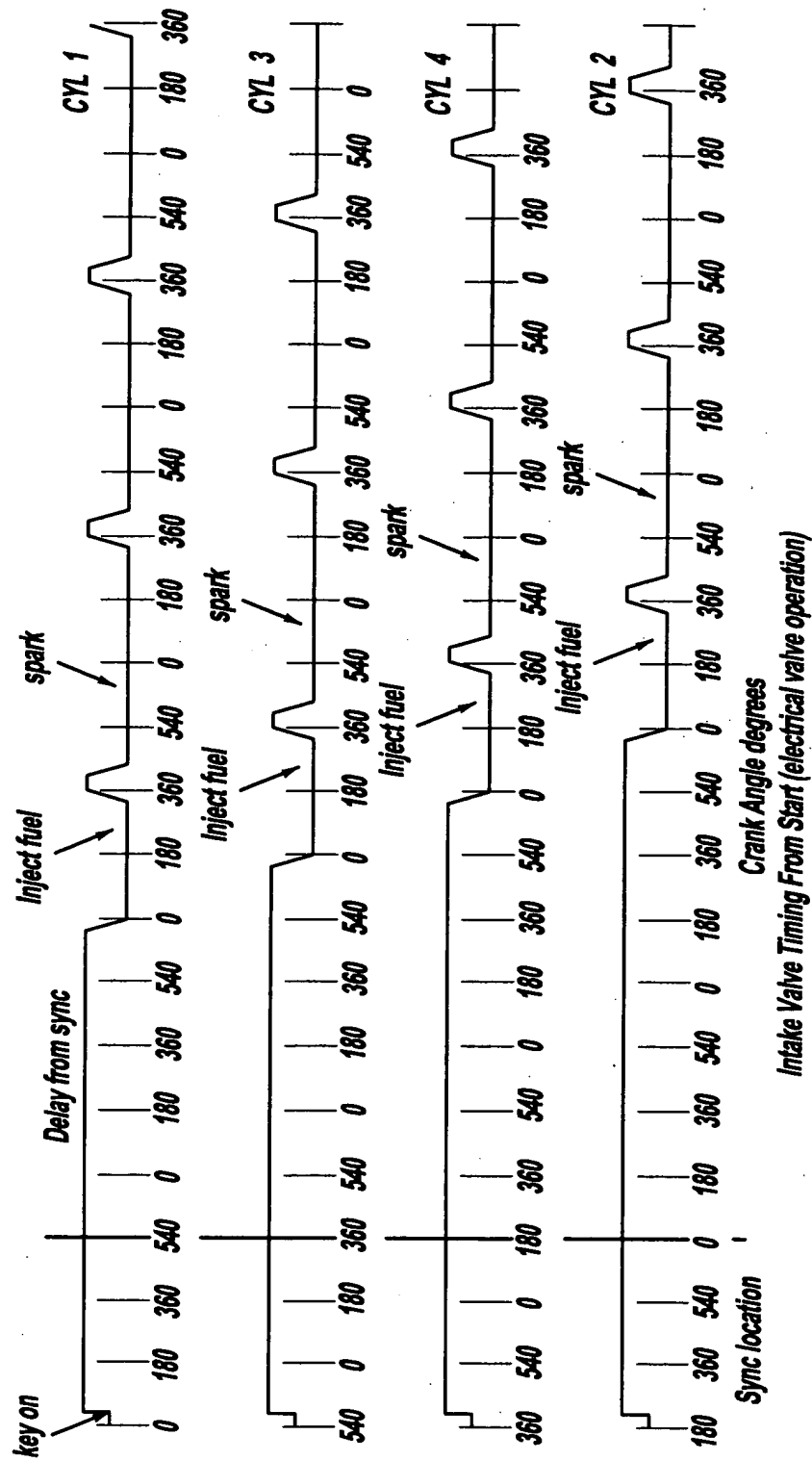


FIG - 48



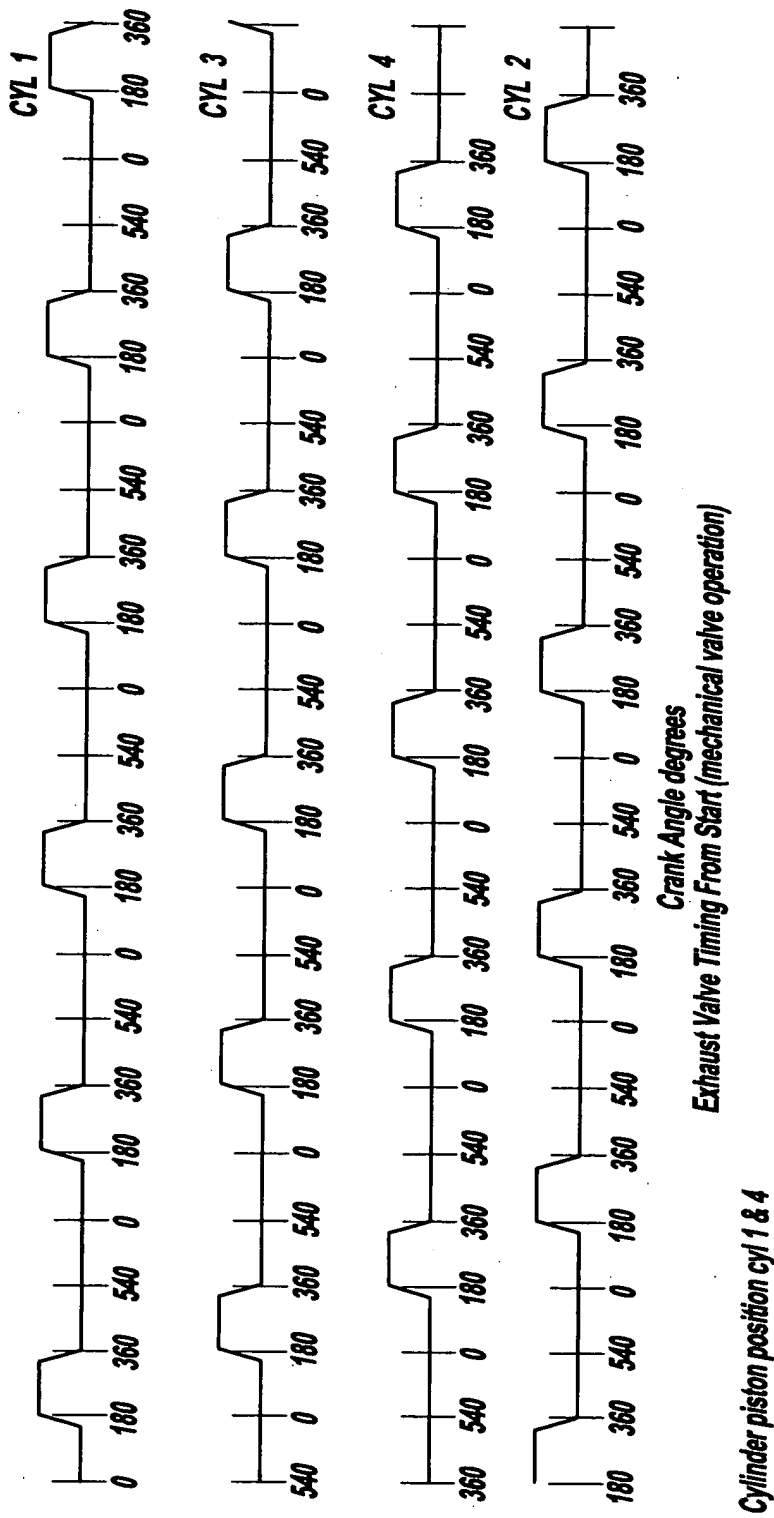
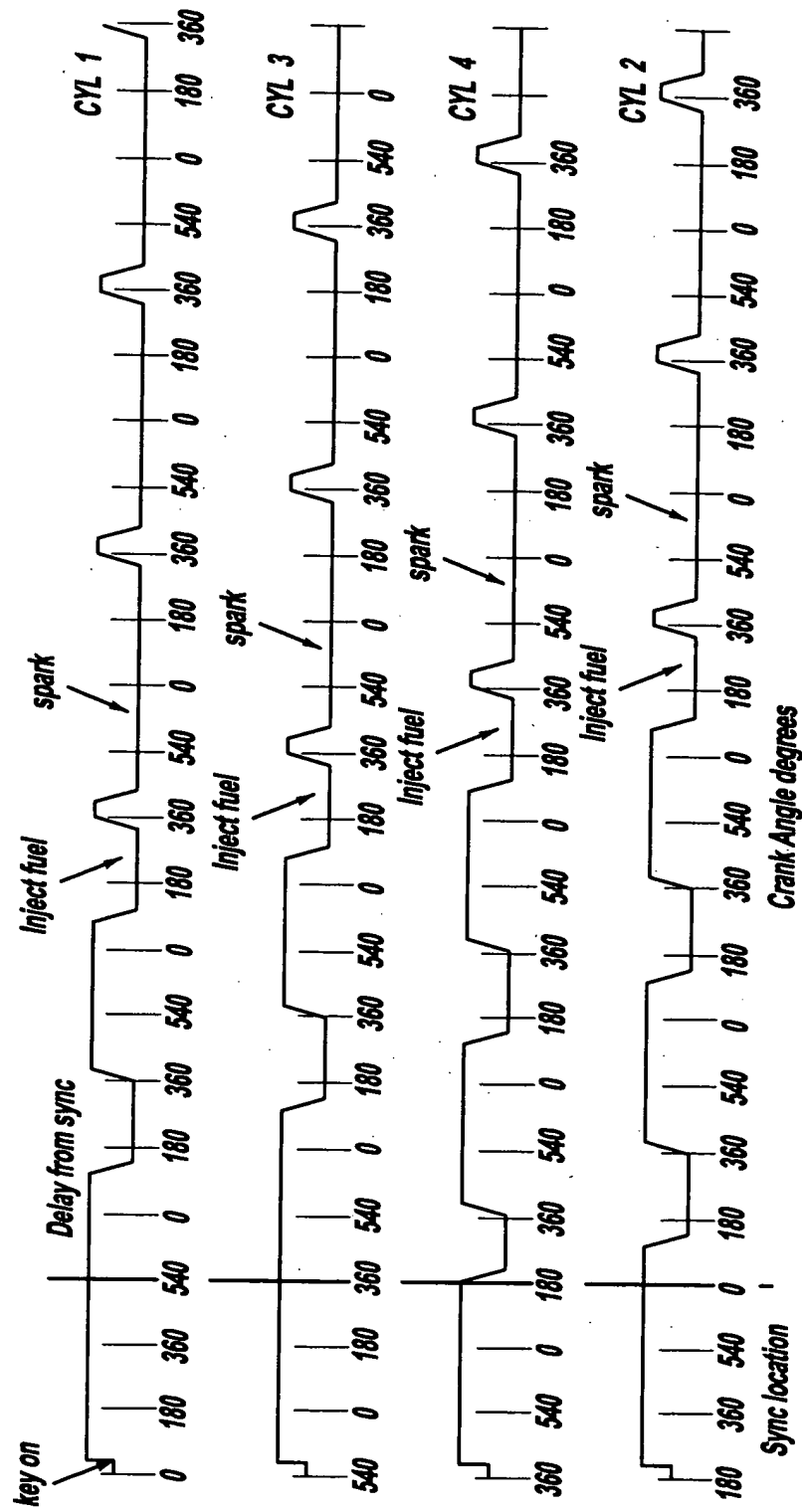
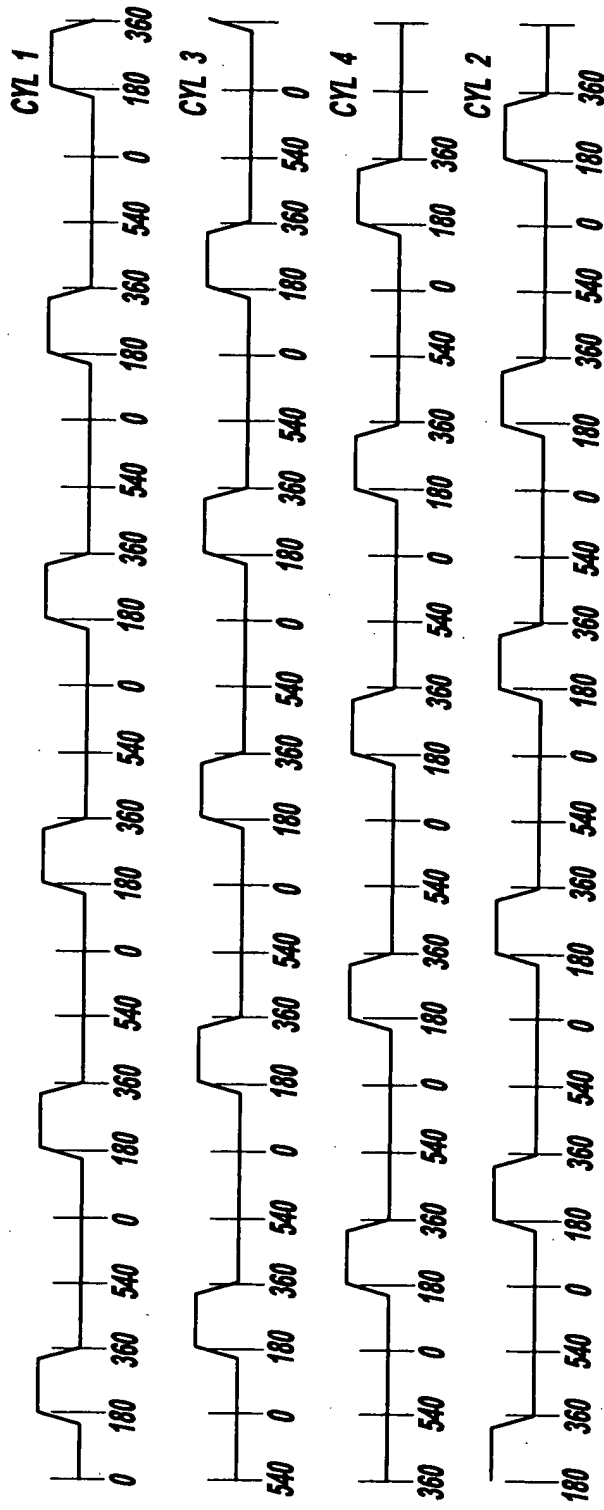


FIG - 49b

**FIG - 50a**

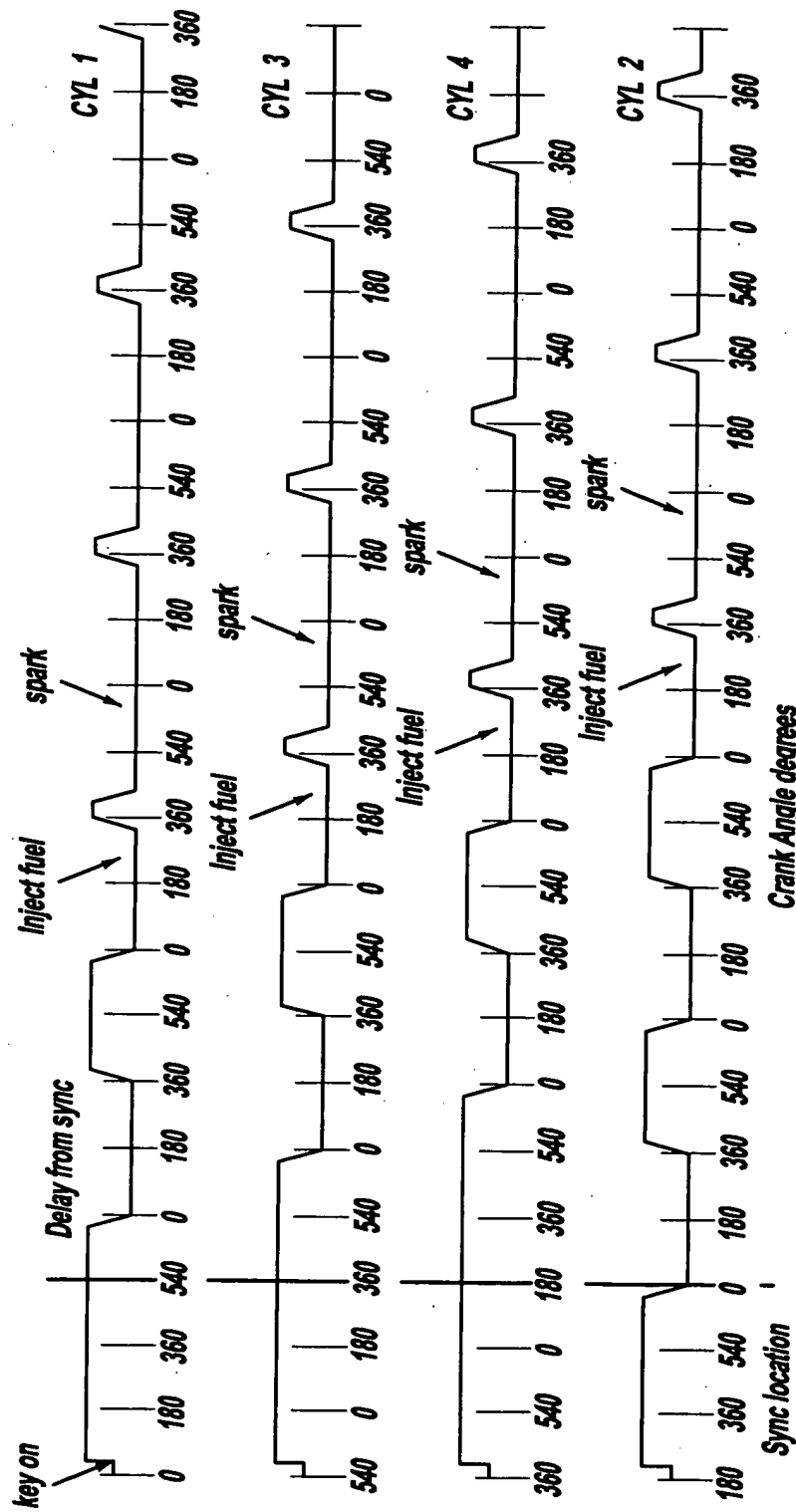


Crank Angle degrees
Exhaust Valve Timing From Start (mechanical valve operation)

Cylinder piston position cyl 1 & 4

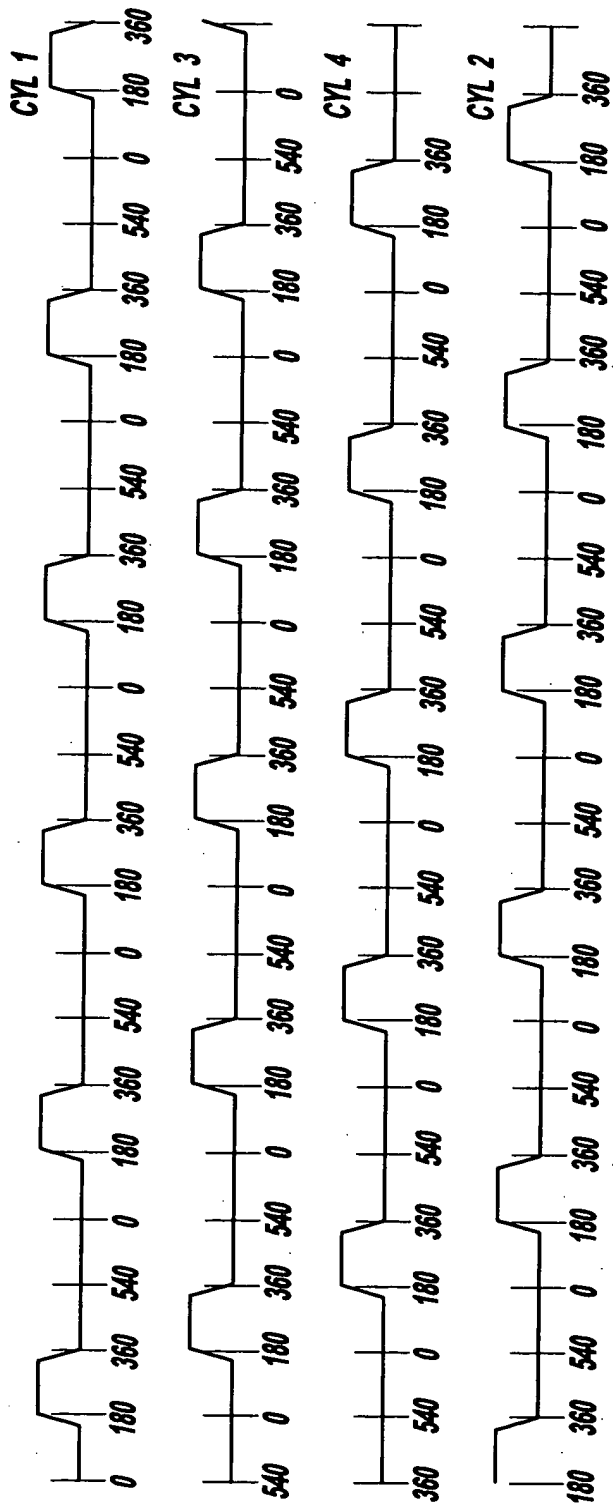
Cylinders 2 & 3

FIG - 50b



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 51a

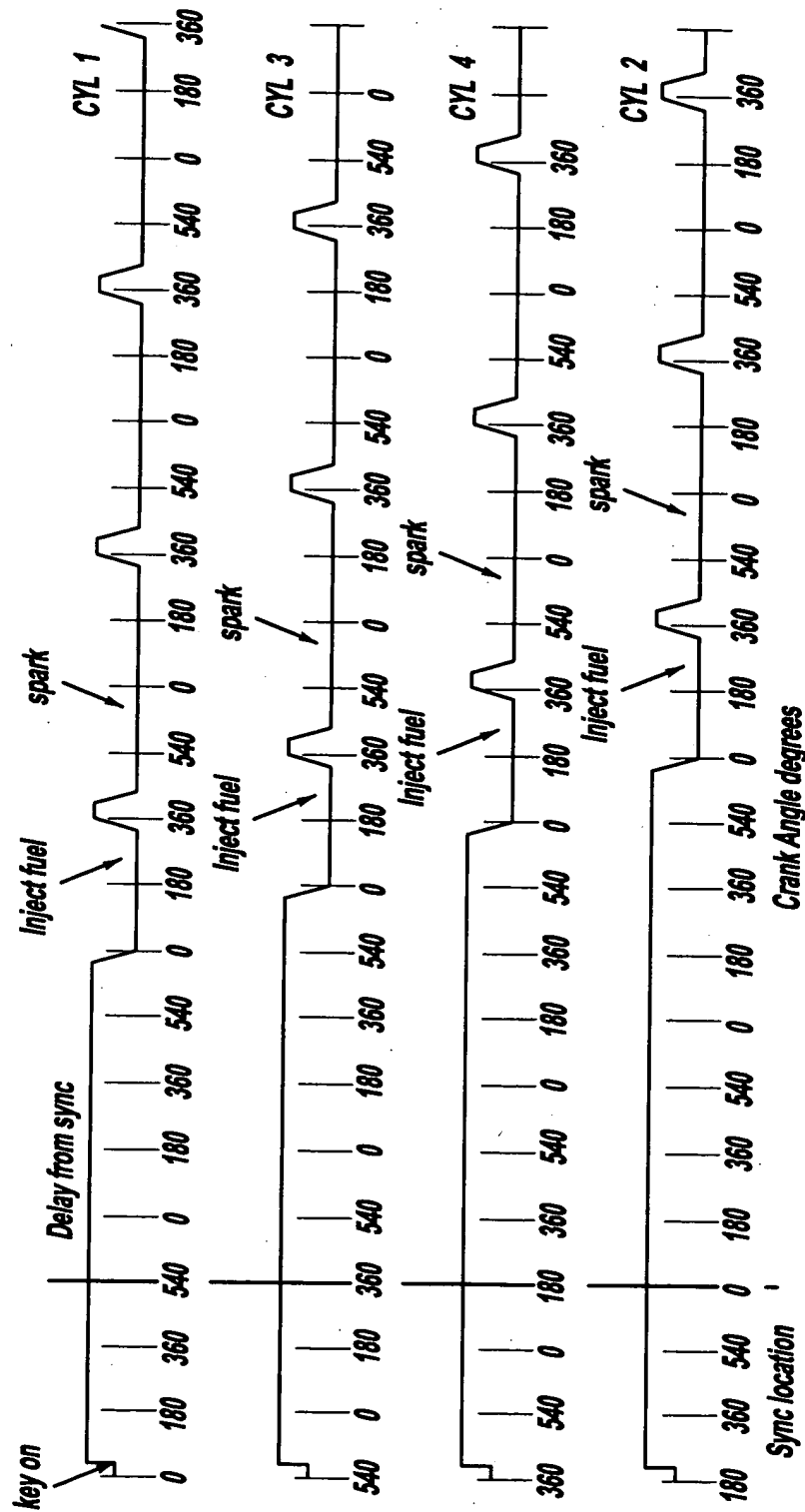


Crank Angle degrees
Exhaust Valve Timing From Start (mechanical valve operation)

Cylinder piston position cyl 1 & 4

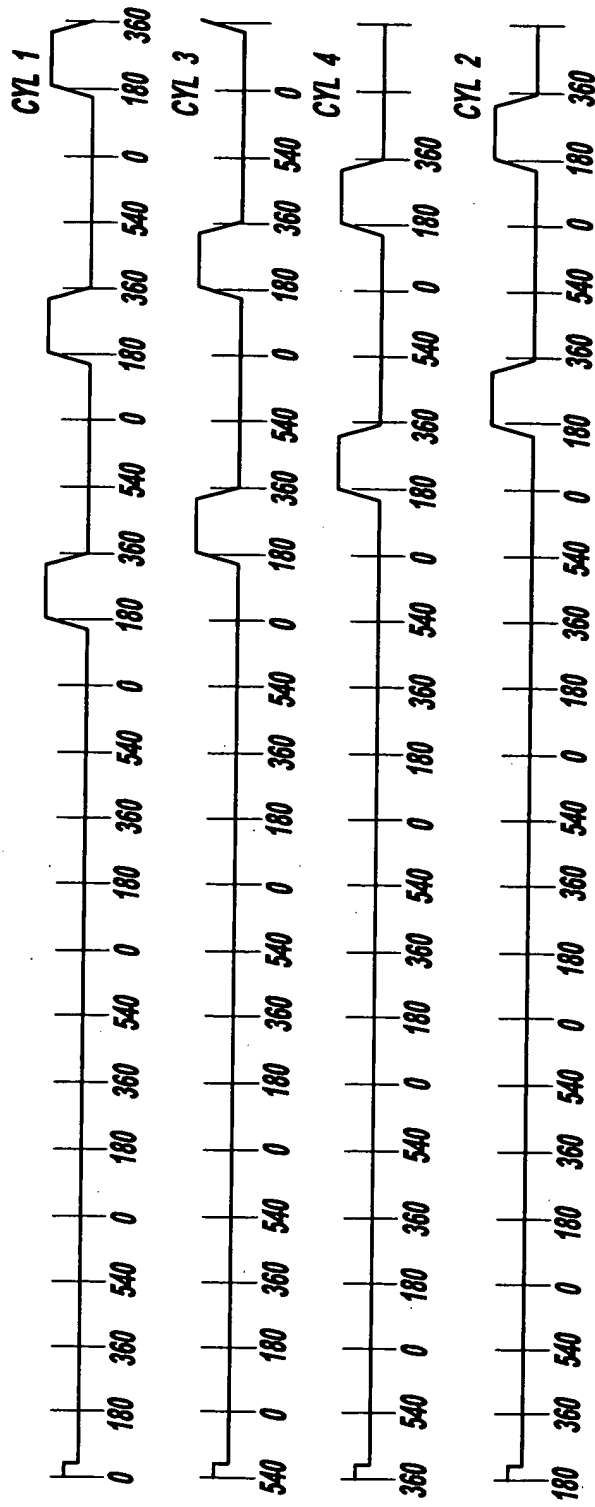
Cylinders 2 & 3

FIG - 51b



Intake Valve Timing From Start (electrical valve operation)

FIG - 52a

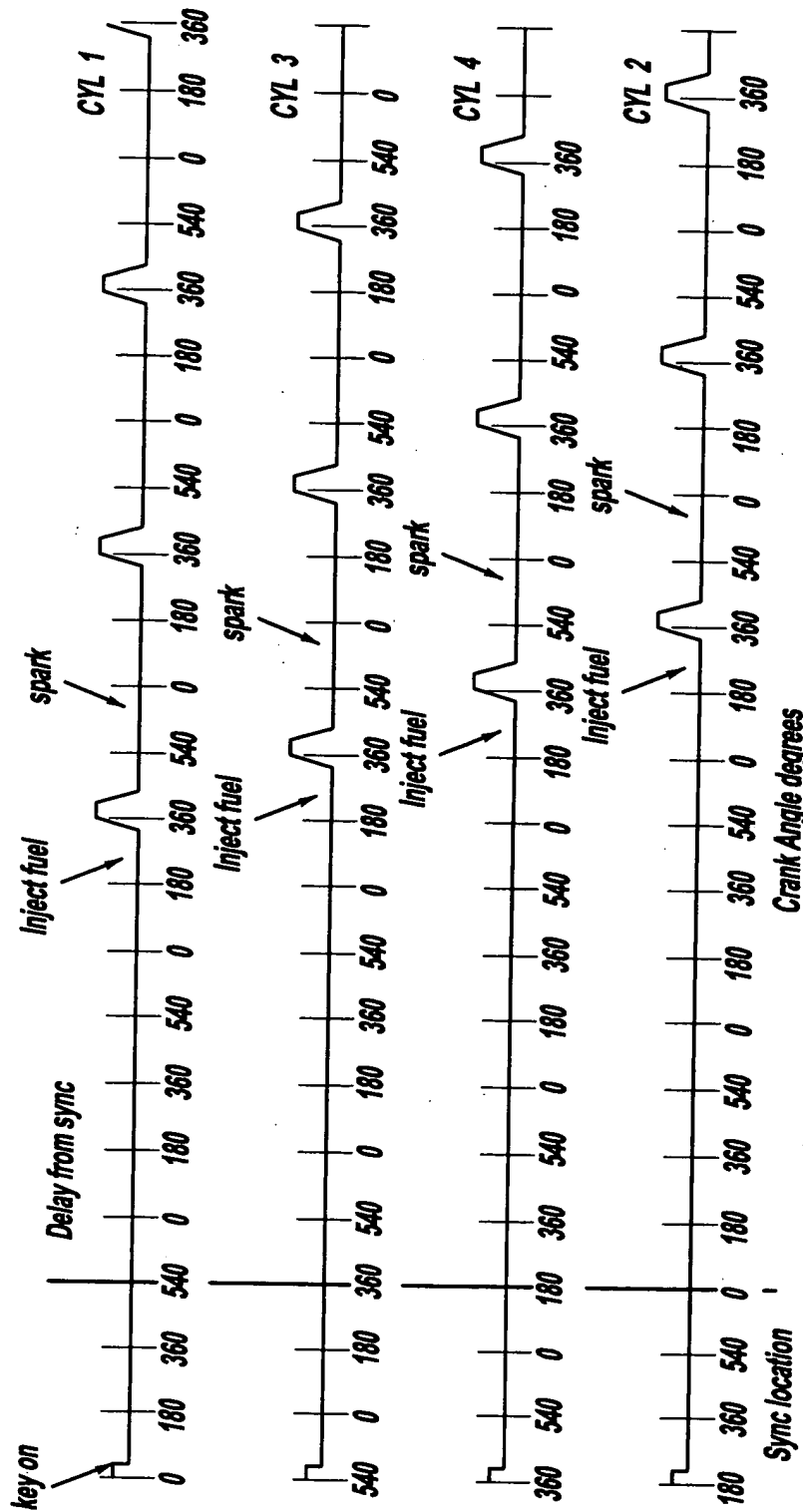


Crank Angle degrees
Exhaust Valve Timing From Start (electrical valve operation)

Cylinder piston position cyl 1 & 4

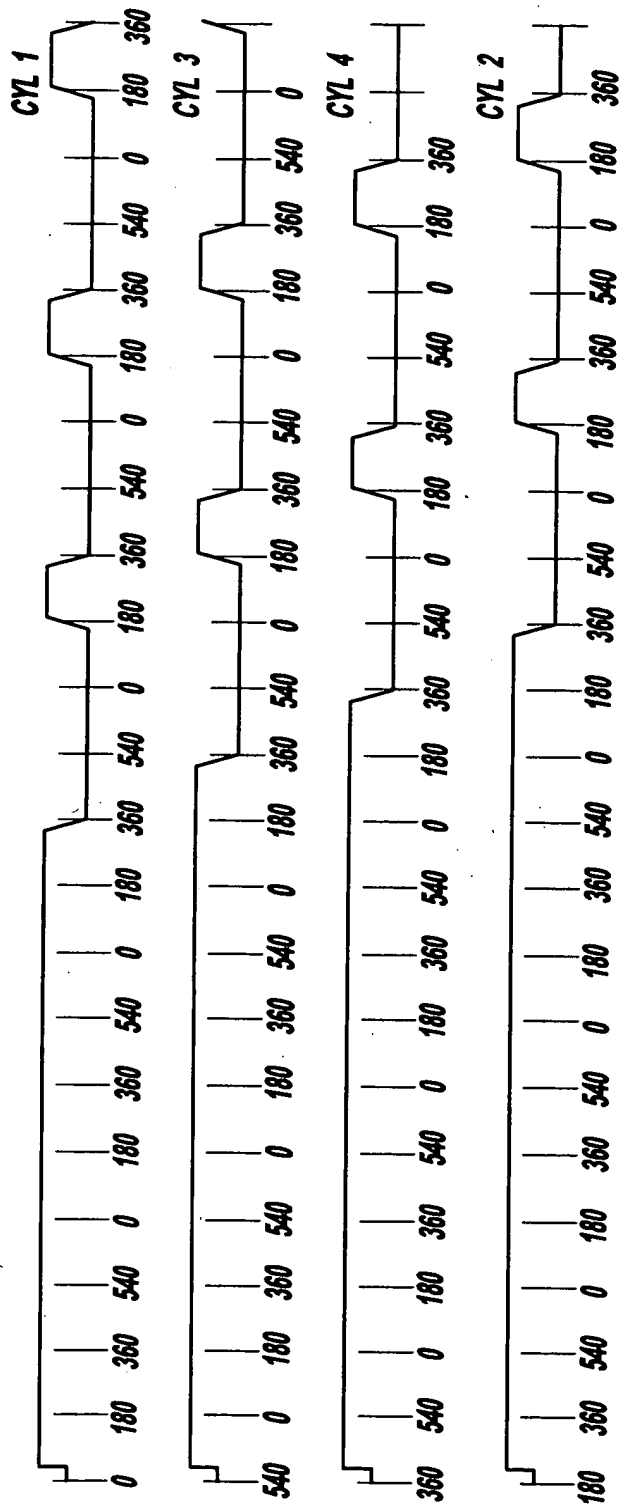
Cylinders 2 & 3

FIG - 52b



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 53a



Crank Angle degrees
Exhaust Valve Timing From Start (electrical valve operation)

Cylinder piston position cyl 1 & 4

Cylinders 2 & 3

FIG - 53b

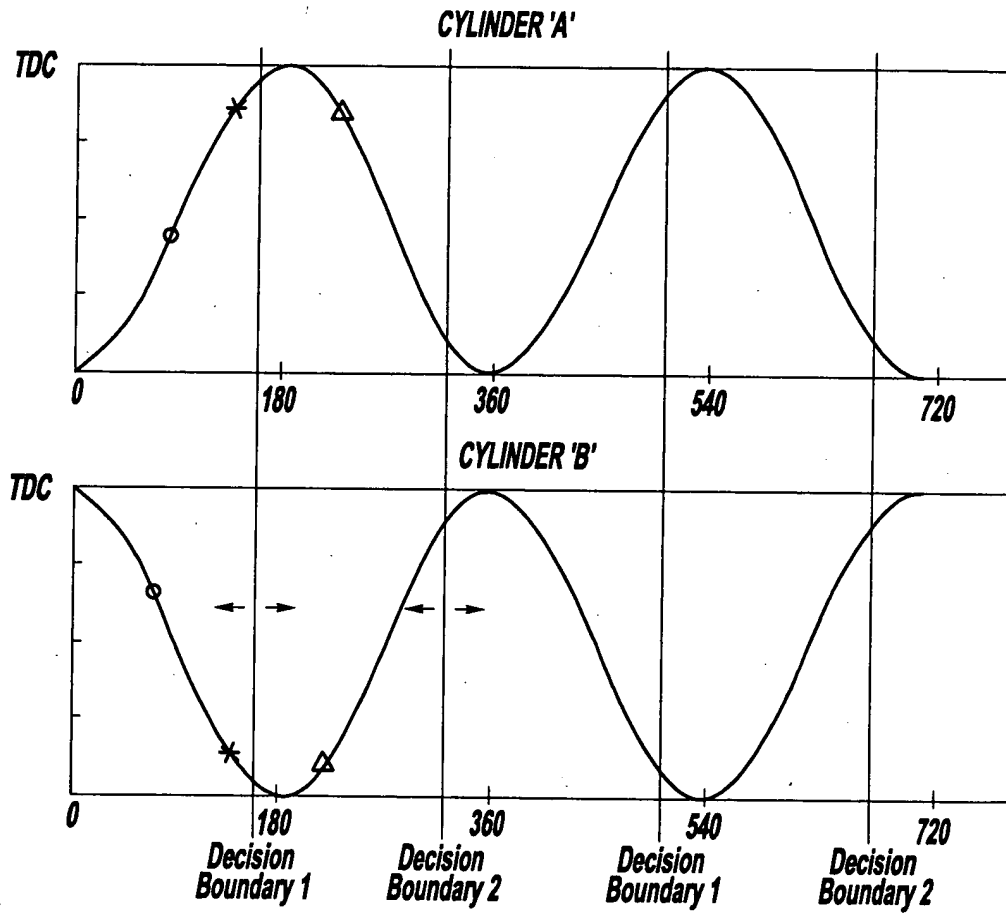
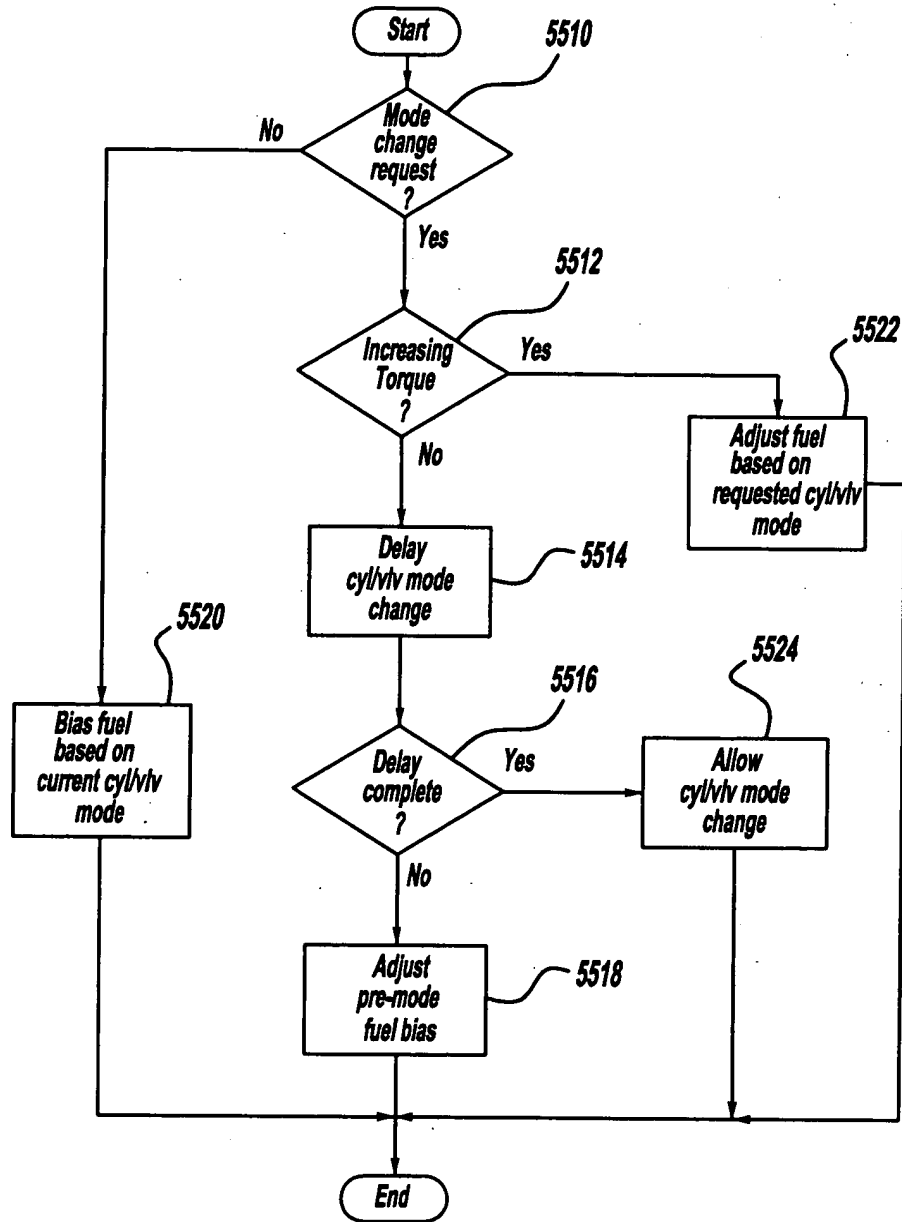


FIG - 54

**FIG - 55**